



Agenda Item No.:	3	Date:	April 29, 2008
Briefing No.:	2008-B0024	Prepared by:	Kendall Moore Paul Carlson
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Direct responsibility for funding and operating:

- The Road Services Division is responsible for road and bridge construction and maintenance in unincorporated King County;
- The Metro Transit Division operates bus, trolleybus, vanpool, and paratransit service in all of King County;
- The Fleet Administration Division maintains vehicle fleets for other County government agencies;
- The Airport Division operates King County International Airport (Boeing Field);

Direct responsibility for operating on behalf of, and funded by, other entities:

- The Road Services Division and Metro Transit Division provide services to contract cities, Sound Transit (Regional Express bus and Link Light Rail when it opens for revenue service), City of Seattle (South Lake Union Streetcar)

Direct responsibility for creating, or forwarding to the voters an option for creating, an independent taxing district with specific transportation responsibilities:

- The County Council has been tasked by the state with responsibility for reviewing several transportation-related policy areas and making a determination on the creation of an independent entity. These include the Regional Transportation Investment District (in collaboration with the Pierce and Snohomish County Councils); and authority to establish separate taxing districts such as a Transportation Benefit District and a Ferry District. The King County Ferry District was created in 2007
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Participation with other entities in planning:

- KCDOT works on regional transportation plans in collaboration with other jurisdictions, through the Puget Sound Regional Council (PSRC), the subarea transportation boards, and other entities;
- Councilmembers and the Executive serve on the Sound Transit Board, PSRC boards and committees, subarea transportation boards, project-specific task forces, and other outside committees with transportation responsibilities.

The KCCP Transportation Chapter policies provide direction for County road responsibilities in the unincorporated area. The KCCP has also been a source of policy guidance for County efforts to identify the transportation system's relationship to public health, the environment, and other issues. The 2008 update addresses County health and global warming policies, for example. In some cases, such as fleet fuel policies, the KCCP has increasing relevance for KCDOT's Fleet Administration Division. Councilmembers may find it helpful to consider how these goals relate to the County's various transportation responsibilities.

SYNOPSIS OF KEY ISSUES

- Because the text and policies address the various County roles in transportation, it is useful to assess how well the KCCP distinguishes among these roles.
- Major changes to the transportation concurrency system for unincorporated King County, together with some modifications to the level of service standards. NOTE: the

Executive has transmitted a concurrency map, dated March 1, 2008, indicating unincorporated areas that would be closed to development because of concurrency under the proposed new travel shed analysis. In late June, the Executive anticipates transmitting a revised map based on a more up-to-date analysis of arterial traffic flow. The Executive has not transmitted maps of the travel sheds showing the arterials in each travel shed that are analyzed, and indicating the segments that do not meet the LOS. It is expected that these will also be produced and transmitted sometime in June. Information on the capital projects that would help deal with the segments that do not meet the LOS is expected to come over as part of the budget process later this Fall. Therefore, the review of the concurrency portion of this Chapter evaluates the policy and code changes, and uses the transmitted map as a reference tool, but presumes that the most current version of the map (still to be produced) will be adopted if the Council approves the new concurrency system.

- New policies on nonmotorized transportation.
- New policies on variable tolling.
- New policies on climate change.

Overview of Pertinent Chapter Sections and Issues:

Proposed new introductory text language on page 7-1 highlights global warming and greenhouse gas emissions and the provision of healthful transportation choices. Other changes update the references to public transportation planning documents.

Unique among Washington counties, King County operates a public transit agency, the Metro Transit Division of the King County Department of Transportation (KCDOT). During its review of the Executive proposed 2000 Comprehensive Plan Update, the Council decided to assign public transportation related policies to the Transit Long-Range Policy Framework and the Six-Year Transit Development Plan which were within the purview of the Regional Transit Committee ("RTC") as established in the King County Charter. Consequently, a number of proposed policies were removed from the 2000 King County Comprehensive Plan and replaced with T-101, which stated:

T-101 As a countywide transportation service provider, King County establishes policy for transit and for the unincorporated area road system. General and long-range policy shall be established for the road system in the King County Comprehensive Plan and for transit in the Transit Long-Range Policy Framework. Six-year development plans for the transit and roads systems shall also be prepared consistent with these primary policy documents.³

³ In 2007, the Council adopted the *Comprehensive Plan for Public Transportation* to replace the Long-Range Policy Framework and the *Strategic Plan for Public Transportation* to replace the Six-Year Transit Development Plan. Both of those new plans are undergoing major updates in 2008. According to the KCCP, these plans are considered part of the transportation element. (p. 7-3)

This year, the Executive is proposing to move the language of T-101 into the narrative text, thereby eliminating this as policy.

On pages 7-2 and 7-3, the text in section “B. Requirements of the Transportation Element” describes the KCCP items that address the GMA’s list of required components of the transportation element. Text changes eliminate references to the Transportation Adequacy Measure (“TAM”) component of the concurrency test, which is proposed to be eliminated, and update references to planning documents. New text language discusses Transportation Demand Management and Nonmotorized Transportation.

Page 7-3 also includes a list of KCCP transportation documents at “C. Components of the Transportation Element,” with updated references to transit planning documents.

Section I. System and Services (pp. 7-4 through 7-7): These policies address coordination with other agencies, the Transit Strategic Plan, transit supportive land use, certain arterial and street issues, and air transportation.

Text on page 7-4 discusses some of the County’s roles in the region’s transportation system, including: Public Transportation (Coordination, Infrastructure, Transit-Supportive Land Use), Arterial and Street System, Air Transportation. Text language generally describes the County’s direct areas of responsibility.

In the 2004 KCCP, a list of transportation system components, which includes facilities that are not County-owned or operated, was included in T-204. It now is proposed to be moved to text at page 7-4. The following items are proposed to be added to the list: bridges, facilities to maintain roadways, and intelligent transportation facilities and technology.

Issue:

Councilmembers may want to direct staff to clarify some elements of this list including the items below:

- It mixes services with facilities, and a distinction between these could be clearer.
- The new reference to “facilities to maintain roadways” may not be broad enough if the intent is to include facilities needed to maintain all modes of transportation.
- In the transportation industry, the term “highway” is generally replacing the term “freeway,” especially given the growing emphasis on system management and tolling.

A. Public Transportation (pp. 7-4 through 7-6)

This subpart of Section I discusses public transportation provided by the County’s Metro Transit Division, with a brief reference to coordination with Sound Transit and other local governments. Proposed text changes update the description of Metro Transit services to include the 2006 voter-approved Transit Now program, and also discuss public transportation’s role in combating global warming and supporting livable communities. The text language could be revised to clarify that public transit’s primary environmental benefit is to reduce the

need for single-occupant vehicle (SOV) travel, and could address the health benefits of transit use in greater detail.

Policy changes are minor. Note that T-208, regarding ferry service, would add a reference to “other entities offering passenger ferry services,” reflecting the creation of the King County Ferry District.

B. Arterial and Street System (pp. 7-6 through 7-7)

This subpart discusses the County’s overall street system, including roadways not owned by King County. The text deletes references to the Regional Arterial Network (“RAN”), an analytical tool that sought to identify and catalogue key arterial corridors that crossed multiple jurisdictions. The proposed deletion reflects the fact that KCDOT was never able to define or use the RAN concept as originally intended.

New policy T-112a, at page 7-7, reflects current practice regarding County-owned rights-of-way. It states that KCDOT has primary responsibility for transportation facilities in public rights-of-way, and that other users of the public right-of-way must coordinate their activities with the department. According to Executive staff, the new policy is proposed to set out KCDOT’s pre-existing position regarding the obligations of utilities and other right-of-way users.

T-112a The King County Department of Transportation has primary responsibility for development and maintenance of transportation facilities in public rights- of-way. Other right-of-way users must coordinate with the department regarding schedules for projects, maintenance and other activities affecting the right-of-way.

New policy T-112b, at page 7-7, states that County road stormwater infrastructure should mimic the natural drainage system or preserve the ability to create such a system in the future. According to Executive staff, the new policy reflects current practice and does not represent a change in procedures.

T-112b To the extent practicable, future expansion or redevelopment of the county’s road stormwater infrastructure should mimic the natural drainage system or preserve the ability to create such a system in the future.

Issue:

Two existing policies (T-113 and T-114) express support for freight mobility, and apply to the entire County road infrastructure rather than just County-owned roadways. Minor revisions do not appear to alter the intent of the policies. The addition of the new policies would mean that some of the policies apply to County-owned roads while others have broader application. To distinguish between these policies and the new policies in 112a and b, introductory paragraph regarding freight mobility⁴ could be moved to immediately precede T-113.

⁴ Freight mobility is critical to King County’s economy and western Washington’s role as a major national and international trading region. King County (~~should support~~) supports efforts to plan and create a fast,

C. **Air Transportation** (p. 7-7)

This subsection primarily discusses the County's operation of King County International Airport (Boeing Field). Proposed new text language refers to the Banderra and Skykomish airports, two state-regulated airports in unincorporated King County. The addition of this text language responds to comments in the State's 2006 docket request.

A minor wording change is proposed for Policy T-104, the one policy in this subsection, which expresses support for compliance with Federal Aviation Administration ("FAA") regulations in the operation of the Boeing Field.

Issue:

Since the 2004 major update of the KCCP, a Part 150 Noise and Land Use Compatibility Plan to reduce noise at Boeing Field has been approved by the Federal Aviation Administration. Councilmembers may want to consider adding text that would recognize this milestone, and a policy expressing support for the implementation measures while recognizing that some actions are contingent on FAA funding.

Section II. Linking Transportation with Growth (pp. 7-8 through 7-13): This section includes general policies concerning the transportation system, accessibility as it relates to the Americans with Disabilities Act ("ADA"), rural road forms, and mitigation of development impacts. Subparts "C. Level of Service Standards" and "D. Concurrency" establish concurrency-related policies and are significantly changed. Proposed code changes to title 14 of the King County Code ("KCC"), aside from some technical wording updates, are related to concurrency and discussed later in this staff report.

A. **Land Use** (pp. 7-8 through 7-9)

These policies address the linkage among different modes of transportation, the needs of persons with disabilities, the construction of new arterials or freeways in the rural area, the design of urban connectors (roads in the Rural Area that connect urban areas), and road standards for roads on the boundary between the urban and rural areas. Three policies are proposed for deletion (T-201, T-204, T-205) and one new policy is proposed (T-207a).

T-201 is proposed for deletion on the grounds that it is redundant with text language.

((T-201 — ~~The transportation system should provide mobility choices for county residents, visitors and businesses in support of Destination 2030, the regional transportation strategy; Vision 2020, the region's urban growth strategy; and the county's land use and development vision, goals and policies.~~))

reliable freight transportation system in the region. To maintain the region's competitive edge, our transportation infrastructure must provide for the efficient movement of goods and freight to and from our port and industrial areas balanced with the needs of general purpose and high occupancy vehicle traffic.

T-204 is a list of elements of the transportation inventory, which is proposed to be replaced (and modified) as text on page 7-4.

~~((T-204 — The transportation system should include:~~
~~a. Freeways, arterial streets and local/neighborhood streets;~~
~~b. Local and express bus transit and paratransit services, including~~
~~Americans with Disabilities Act (ADA) service programs;~~
~~c. High-capacity transit;~~
~~d. High-occupancy vehicle lanes and ridesharing facilities;~~
~~e. Demand and system management programs;~~
~~f. Facilities and programs for pedestrians, bicycles and equestrians;~~
~~g. Facilities to accommodate freight and goods delivery, including~~
~~railroads, intermodal yards and distribution centers;~~
~~h. Airports; and~~
~~i. Marine transportation facilities and navigable waterways:))~~

T-205 is also replaced as text.

~~((T-205 — The transportation system in the Urban Growth Area should be consistent with urban development policies and growth targets. System improvements should implement the Urban Land Use Chapter and be prioritized according to the capital and services strategies in the Six-Year Transit Development Plan and the goals, strategies, and actions in the Roads Strategic Plan and should be reflected in the Transportation Needs Report.))~~

Revised T-203 on the needs of persons with disabilities:

T-203 In addition to encouraging transit~~((,))~~ and nonmotorized mobility choices ~~((including pedestrian and bicycle travel))~~, the transportation system ~~((should))~~ shall address the needs of persons with disabilities pursuant to federal and state Americans with Disabilities Act (ADA) requirements. ~~((King County should))~~ The design and operation of transportation infrastructure, facilities and services shall evaluate and ((implement, where appropriate, innovative ways to)) address these needs ~~((in the design and operation of transportation infrastructure, facilities and services)).~~

Issue:

Many transportation construction practices already reflect the implementation of ADA requirements – the County Road Standards, for example, reflect ADA requirements for sidewalks and curb cuts. Staff is working with Executive staff to ensure the intent of this policy is clear.

Existing policy T-207 expresses the County's opposition to new arterials or freeways (or lane capacity for same) in the rural area. An exception is provided for so-called urban connector

arterials that link urban areas – the Woodinville-Duvall Road connects those two cities, SR-169 connects Renton, Maple Valley, Black Diamond, and Enumclaw.

New policy T-207a adds to the detail, specifying that urban connector design should accommodate adjacent, existing uses but not promote development inconsistent with Rural Area limitations.

T-207a Urban connectors should be designed and developed in a way that considers and accommodates adjacent, existing uses without promoting development that would be inconsistent with Rural Area and Resource Land uses outside of the Urban Growth Area.

Issue:

Central staff continues to analyze whether this and T-207 adequately and without unintended consequences, provide for urban connectors without jeopardizing the rural character through which these connectors may run.

B. Travel Forecasts (p. 7-9)

This subsection includes text changes that are intended to clarify the role of travel demand forecasts in projecting transportation system needs. The only policy, T-209, is proposed for deletion on the grounds that it is addressed elsewhere.

~~((T-209 The travel forecasts used to identify transportation improvements/needs shall be prepared consistent with state law and on a schedule that coincides with a major comprehensive plan update as outlined in King County Code..))~~

Issue:

If there is no policy, should there be a subsection? The narrative could be moved to the Land Use subsection immediately preceding this one.

C. Level of Service Standards (pp. 7-10 and 11)

The GMA requires level-of-service (“LOS”) standards for arterials and transit routes to judge system performance. LOS standards, ranked A through F, are based on national standards for average travel speeds. LOS A represents the most free-flowing traffic, and LOS F represents low average speeds and long delays at intersections. In King County’s concurrency system, failure to meet the LOS standard is the key to closing a concurrency zone to residential development. Under the current system, LOS B is applied to Rural Area arterials, and LOS E is the standard for Urban unincorporated areas and three Rural Towns. In 2004, certain concurrency “exemptions” were eliminated and policy T-212 was approved, which states that LOS F would apply to certain developments and facilities.

Aside from the exceptions described below, the KCCP update does not change the LOS standards for most parts of the Urban and Rural Areas.

In addition to text changes that try to articulate the basis for different urban and rural LOS standards, the following policy changes are proposed:

Policy T-211 proposed for deletion:

~~((T-211 In Potential Annexation Areas where King County has a preannexation agreement with the annexing city, the county will apply the annexing city's adopted level of service (LOS) standard within that Potential Annexation Area.))~~

Issue:

Although the Executive's position is that this policy has been difficult to implement, Executive staff has advised that there will be no objection if the Council retains it.

T-212a The level of service standard for designated Urban Mobility Areas shall be F. The level of service standard for designated Rural Mobility areas shall be E.

Issue:

According to the text, "Urban Mobility Areas include Commercial Centers and areas of high residential density (R-18, R-24, and R-48)" (p. 7-10)." The map at the end of Chapter 2, "Urban Communities" identifies Urban Centers as Unincorporated Activity Center (there is only one: White Center), Community Business Centers, and Neighborhood Business Centers but does not provide the boundaries. Central staff is working with Executive staff to clarify whether all of these urban centers are meant to be included in the definition of Urban Mobility Area, and what are the boundaries, for concurrency purposes, of these centers. Areas with the defined higher residential densities can be found on a zoning map. The question is whether the description of the affected residential areas is adequate and easily understood.

A second issue is whether the policy change itself is appropriate. Designating these areas as LOS F would eliminate concurrency as a restriction on development. As a general rule, the basis for tolerating higher levels of congestion in these areas rests on the assumption that the nature of development will allow transit, bicycle, and pedestrian modes to substitute for a significant number of vehicle trips, and that the urban form design should encourage such trip substitution. Health benefits are also associated with this form of urban development.

The Rural Mobility Areas are the Rural Towns - Vashon, Snoqualmie Pass, and Fall City. These were designated LOS E in 2004, so this does not represent a change to the LOS applicable to these areas.

T-212b The level of service standards for the Cottage Lake, Maple Valley, Preston and Cumberland Rural Neighborhood Commercial Centers shall be D.

Issue:

This policy would change the LOS for four of the larger Rural Neighborhood Commercial Centers. Councilmembers may wish to explore the policy basis for this change in greater depth. The stated goal of allowing higher levels of congestion in these areas, now LOS B, is to enable commercial development of some parcels. While this may add to traffic congestion in the area, it has the potential to reduce overall system demands. For example, establishment of a grocery store or drugstore would allow nearby residents to avoid longer trips to larger commercial centers for basic needs. It is also the case that LOS D and LOS E are associated with urban level design standards that seek to accommodate greater density. With more people in an area, facilities such as sidewalks and transit stops provide individuals with a greater range of mode options and potentially can reduce vehicle trips. It is unclear how significant these design considerations are for these Rural Neighborhood Commercial Centers. Additionally, Executive staff have indicated that although a travel shed may be closed, a Rural Neighborhood Business Center at LOS D, may be open. However, central staff have some issues with what constitutes a Rural Neighborhood Commercial Center for Maple Valley and Cottage Lake as the rural neighborhood zoned parcels are not contiguous. Central staff is reviewing the boundaries and the way they are set. Cottage Lake is not projected to be open to development under the concurrency map transmitted with the KCCP. The complete list of Rural Neighborhood Commercial Centers is in Chapter 3 at p. 3-23; most of them would remain at LOS B.

Code Changes: Provisions of KCC 14.70 are amended to reflect these LOS policies. The policies on LOS standards are explicit and could not be changed until the next major update of the KCCP.

D. Concurrency (pp. 7-11 through 7-12)

This staff report analyzes the Executive's proposals as submitted. It is anticipated that the final concurrency map and back-up documentation supporting that map will be transmitted in late June. Therefore, this review of the new concurrency program evaluates the policy and code changes, and uses the transmitted map as a reference tool, but presumes that the most current version of the map (yet to be produced) will be adopted if the Council approves the new concurrency system.

This subsection includes the proposed KCCP policies that define the new concurrency program. Proposed Ordinance 2008-0127 would amend the King County Code to implement the new concurrency system. Policy issues for review include:

- How the new proposal differs from the current system,
- Which aspects of concurrency should be addressed by KCCP policies and which should be addressed in the Code,
- How the proposed changes respond to the Auditor's consultant recommendations,
- What the concurrency expert review panel thinks about the new system.

As transmitted to the Council, the new concurrency program would affect the status of many unincorporated areas. The current Residential Concurrency map is found at Attachment 3 to this staff report. Please compare that map to the current, proposed concurrency map which is also attached, as Attachment 4.

Concurrency Today – the existing concurrency system has a two-part test, a travel time element and the Transportation Adequacy Measure, or TAM, element. Non-residential developments are evaluated individually to determine their impact on afternoon peak traffic. For residential developments, inputs to the concurrency model calculate traffic impacts on small concurrency zones throughout the unincorporated area. If a zone has too much traffic according to the model, it is red on the concurrency map and a residential development cannot receive a concurrency certificate. The Council annually adopts a map that shows the most recent status of each zone – green or red – based on updates to the model input. In the urban unincorporated area, short plats of up to nine units need only meet LOS F to obtain concurrency certificates.

The proposed new concurrency system makes several noteworthy changes:

- Larger zones – travel sheds – replace the small concurrency zones;
- The map shows the unincorporated areas that are closed to development by cross-hatching, not colors;
- All developments, not just residential, use the map to determine if they are concurrent;
- Development applications go directly to DDES and can proceed if they are located in an area that is open to development according to the map – no actual concurrency certificate is issued or required;
- The two part test (travel time on monitored corridors and TAM both as inputs to the model) is replaced with a single test of travel time on arterials as monitored by travel counts. If 85 percent of a travel shed's test road miles meet the LOS standard, the travel shed is judged concurrent;
- A single travel shed can include a combination of urban unincorporated area, Urban Mobility Area, Rural Area, Rural Mobility Area, and one of the four Rural Neighborhood Commercial Areas listed in Policy T-212b. Each distinct area is evaluated for concurrency under its own standards.

Proposed for deletion are Policy T-214, establishing a two-part test for concurrency - because the new approach is to have a single part test, and Policy T-215, relating to concurrency certificates - because certificates would be eliminated under the new system. New policies include the following:

T-216a A concurrency travel shed is a geographic area within unincorporated King County where all development within the travel shed would be likely to use of be affected by traffic on arterials within the travel shed.

Issue:

Because the meaning of the terms “concurrency” and “concurrent” may be inadvertently conflated, central staff suggests that this policy should be clarified. A suggestion is:

T-216a For the purposes of concurrency, a travel shed is a geographic area within unincorporated King County where all development within the travel shed would be likely to use of be affected by traffic on arterials within the travel shed.

Additionally, presumably the intent is that a travel shed would shrink if an area within it is annexed or incorporates. Central staff is working with Executive staff to address this issue.

T-216b The concurrency program shall include provision for mobility areas within travel sheds. Urban Mobility Areas shall be defined as areas coinciding with urban commercial centers and areas of higher density. Rural Mobility Areas shall be defined as unincorporated Rural Towns as designated in the King County Comprehensive Plan.

Issue:

This policy provides direction for the concurrency system to accommodate the impacts of different LOS standards for Urban Mobility Areas (LOS F) and Rural Mobility Areas (LOS E), as set in Policy T-212a. Presuming that there is satisfactory resolution of the policy issues raised for Policy T-212a, the question for Policy T-216b is whether the concurrency system should be designed to treat these areas differently. A detail question would be whether the policy should also refer to the four large Rural Neighborhood Commercial Centers in Policy T-212b, which are proposed to be LOS D.

T-216c The concurrency map shall divide the county into travel sheds and shall show areas of unincorporated King County that meet concurrency standards. Any proposed development in areas that are shown on the map to meet concurrency standards will be deemed concurrent.

Issue:

The transmitted current concurrency map⁵ divides the unincorporated area, not the County, into travel sheds. This policy should be modified to correct this. Note that this policy, by referring to “any proposed development,” establishes that the map applies to non-residential as well as residential developments.

T-216d The concurrency test shall be based on the level of service on arterials in unincorporated King County using established level of service analysis methodology. The test shall not be applied to designated Highways of Statewide Significance.

Issue:

⁵ Attachment 4

This policy provides that level of service analysis on arterials in unincorporated King County is the key test for concurrency. Code language provides more detail about which arterials are tested and specifies that a travel time analysis is used.

The last sentence of this policy addresses the Highways of Statewide Significance (“HSS”). State law permits mainland counties to exclude HSS routes from their concurrency calculations. The 2000 KCCP included a policy that stated this exclusion explicitly. The 2004 KCCP moved this language to text. In the proposed T-216d, the Executive has moved the language back to policy. This issue was discussed at length by the Council last year, because the Legislature’s action to designate SR-169 as a HSS led to its exclusion from certain concurrency calculations. While a change in the color of any small zone is likely the result of several factors, the SR-169 change clearly was a factor in many southeast King County zones turning from red to green.

Councilmembers may wish to find out more background on the possible impacts of a decision to support the Executive’s proposed language or to consider including HSS routes in the concurrency calculations. It is likely that much more of the unincorporated area would be closed to development if HSS routes were included in concurrency calculations.

T-216e The concurrency test may include provision of factors for safety, pavement condition and availability of multiple modes of transportation.

Issue:

This policy is intended to allow for Code amendments that would potentially apply these factors to the concurrency system. Absent this language, it is unclear if these issues could be addressed in the next four years. Policy issues to consider may include the impact of ongoing pavement research that could identify costly repaving needs in various parts of the unincorporated area, with costs not currently reflected in the Transportation Needs Report (“TNR”), together with the question of cost impacts relating to multiple transportation modes.

T-216f In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights in order to satisfy transportation concurrency requirements.

Issue:

This general language is one of several 2008 policies that seek to strengthen the Transfer of Development Rights (“TDR”) program (this is the only one in the Transportation Chapter). So it may be worth evaluating both in terms of its relationship to concurrency and to other proposed TDR changes. The Code would be amended to add the following provision to the list of developments that are subject to LOS F and therefore can proceed under any circumstances.⁶

⁶ See Section 13 of proposed ordinance 2008-0127 at p. 23.

“L. Subdivisions and short subdivisions in the Rural Area, if for each lot that is created, one rural transferable development right under K.C.C. Chapter 21A.37 is purchased from the same travel shed.”

It appears that this provision is not intended to restrict subdivisions in rural areas located in open or concurrent travel sheds. The implied intent appears to allow a property owner in a closed (non-concurrent) rural zone to subdivide a lot, consistent with the zoning, by purchasing a TDR from another parcel in the same travel shed. For example, the owner of a 10-acre parcel in a closed travel shed with RA-5 zoning could buy the TDR unit from another piece of property and then subdivide the 10-acre lot. The alternative for the owner would be to wait in hopes that the closed travel shed would become concurrent in a future year. Further analysis of this Code provision will be provided at the committee meeting on TDRs.

Proposed Concurrency-Related Amendments to the King County Code

As noted above, most Code changes in Proposed Ordinance 2008-0127 relate to the concurrency system. While much of the proposed revisions are designed to eliminate references that are no longer needed, such as references to the two-part concurrency test, the following significant elements of the new concurrency system are defined in the Code:

1. A concurrency determination is based on the application of travel time standards to principal and minor arterials, with collector arterials to be monitored by traffic counts.⁷
2. Each travel shed is analyzed and is found to be concurrent if 85 percent of the monitored lane miles meet the appropriate LOS standard.⁸ For a travel shed that has areas with different LOS standards, there is a separate analysis for each applicable LOS.
3. The map showing concurrent and non-concurrent (closed) parts of unincorporated King County is approved on an annual basis by the Council.⁹ The annual update reflects the

⁷ “SECTION 8. Ordinance 14050, Section 9, as amended, and K.C.C. 14.70.220 are each hereby amended to read as follows:

A. ...Collector arterials shall be monitored by traffic counts and if counts indicate congestion could be approaching level of service standards on one or more collector arterial, travel time surveys and travel time standards shall be applied to those collector arterials.”

⁸ “SECTION 9. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230 are each hereby amended to read as follows:

A. The department shall perform a concurrency analysis and test for each travel shed to determine whether areas within the travel sheds are concurrent. The test for each area shall be based on the level of service analysis results for the entire travel shed. Areas shall be deemed concurrent if eighty-five percent of the arterials within their travel shed meet level of service standards.”

⁹ “SECTION 11. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230 are each hereby amended to read as follows:

B. ((The concurrency test shall be performed only for the proposed development identified by the applicant on a completed concurrency application. Changes to the proposed development that would create additional vehicle trips shall be subject to an additional concurrency test.

C.1. When making a concurrency determination for a proposed residential development, t))The department shall ((consult)) use the concurrency map currently in effect when making a concurrency

most recently adopted roads CIP, updated traffic volumes and updated travel time surveys and standards and methodologies.

4. The issue of whether part B to Section 11 of Proposed Ordinance 2008-0127 is necessary or should be clarified is being pursued with Executive staff.¹⁰

Portions of the Code that are substantially revised or proposed for deletion are included in Attachment 2 to this staff report. Certain sections, such as the independent expert review panel language, are not included because the proposed amendments are essentially technical ones designed to make the provision current with the new concurrency system.

Responding to the Auditor's Recommendations

The Auditor's consultant on concurrency made 11 recommendations to improve the King County transportation concurrency program. One recommendation, to require an annual report and establish an independent expert review panel, has been implemented. Some of the recommendations concerned inputs for the current concurrency model and are not directly applicable to the new concurrency proposal.

The new concurrency system responds directly to several of the recommendations, notably:

Recommendation #3: The concurrency model should be revised and simplified by: (1) using a single standard of congestion; (2) eliminating the use of the TAM as a measure of congestion; (3) using a single process of concurrency for all types of development; (4) eliminating the use of a separate approach for concurrency testing when congestion is in "yellow zones." The new concurrency system implements the first three elements of this recommendation (the fourth recommendation was implemented last year when the current "red and green" map was adopted).

Recommendation #7: Exclude trips using state highways from the concurrency model. Assuming that this recommendation referred to HSS routes, the new concurrency proposal excludes HSS routes. This conforms with existing practices and provides specific policy language to that effect.

determination for a proposed development. The concurrency map displayed in Attachment A to ((Ordinance 15839)) this ordinance is adopted as the official concurrency map for King County. The department shall make a determination of concurrency according to the status indicated on the adopted concurrency map for the ((concurrency zone)) area in which the proposed ((residential)) development is located."

¹⁰ "SECTION 11. Ordinance 14050, Section 13, as amended, and K.C.C. 14.70.260 are each hereby amended to read as follows:

B. There is no administrative appeal of the department's final decision of concurrency denial or approval."

The issue is what department this code section now refers to, since KCDOT will not issue concurrency certificates and thus will not actually be making any decisions. Central staff's understanding is that the concurrency map is not intended to be open to interpretation.

Recommendation #9: Examine the implications of the LOS B standard to the unmet need for capacity-related improvements in the rural area segments of the monitored corridors. The Executive's proposal does not propose to change the LOS B standard in the Rural Area and new text language discusses the difference in rural character that led to that decision.

Recommendations #8, #10, and #11 generally call for a more direct link between the concurrency system's evaluation of corridors and the capital projects needed to improve facilities that do not meet travel time standards. The Executive responded that the TNR process identifies needs that may be included in the six-year Roads CIP. The new concurrency program is intended to provide a more direct connection between deficient road segments and the projects that will bring them into compliance with LOS standards. When the final proposed map and related information are transmitted to Council, it will be possible to provide a more definitive indication of how successful the new concurrency system is in achieving that goal.

E. Impact Mitigation (pp. 7-12 through 7-13)

Policy T-216a is new but reflects current practice, since the County already has a Mitigation Payment System ("MPS"). The policy does not appear to raise any issues.

T-216a The county shall implement a system that establishes fees needed to mitigate the growth-related transportation impacts of new development. The fees will be used to pay a development's proportionate share of transportation capital projects needed to support growth including, but not limited to, road, transit, and nonmotorized facilities. Such fees are in addition to any requirements established for transportation services and facilities needed solely as a result of the development.

Section III. Transportation System Planning and Design (pp. 7-14 through 7-22)

A. Public Transportation Strategies (pp. 7-14 through 7-15)

These policies address the relationship between the Strategic Plan for Public Transportation and other transportation planning. As discussed herein, all policies in this subsection could potentially fall under the Regional Transit Committee's jurisdiction. See discussion at page 27 of this report.

B. Arterials and Streets (pp. 7-15 through 7-16)

These policies set County policy concerning unincorporated area roads, bridges and pathways. No new policies are proposed but several policies are reworded. While some revisions appear designed to clarify the intent, other changes have the effect of giving higher priority to projects, such as signal timing, that are lower cost and potentially beneficial to transit, and correspondingly lower priority to capacity projects.

C. **Nonmotorized Program** (pp. 7-16 through 7-18)

These policies address the bicycle, pedestrian, and equestrian elements of County transportation policy. It appears that this section applies to unincorporated King County but there is some ambiguity. For example, in the introductory text to this subpart, there is a reference to the King County Bicycling Guidemap, which covers incorporated as well as unincorporated areas of the County.

Revisions are proposed to each existing policy, including some cases where “should” is changed to “shall” with the intended effect of requiring rather than suggesting certain activities. There are also several new policies proposed:

T-322a To enhance and improve nonmotorized access to transit, King County should inventory and develop a plan to correct Americans with Disabilities Act deficiencies in corridors connecting to transit and school bus stops.

Issue:

Because of the reference to transit, it may helpful to clarify whether this policy applies solely to unincorporated area corridors or if the intent is to apply to transit corridors within cities. Central staff is working with Executive staff for this clarification.

T-322b The county should identify key missing links in the nonmotorized network and build facilities to complete the network.

Issue:

It may be helpful to clarify the intent of this policy. If it is meant to apply outside of unincorporated King County, there may be value in identifying the agencies that would be expected to pay for and construct the facilities. Again, central staff is working with Executive staff for clarification.

T-322c King County should cooperate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early in the planning and project design process for all non-motorized capital projects.

Issue:

It may be helpful to clarify whether this applies to nonmotorized elements of road projects as well as projects that are solely nonmotorized. Some of the most contentious past problems have concerned the nonmotorized elements of road projects. Again, central staff is working with Executive staff for clarification.

T-322d Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:

- Improve user safety;
- Add connections to community resources such as parks, trails, and libraries;
- Promote health;
- Improve air quality and reduce greenhouse gas emissions;
- Increase access to transit and services.

Issue:

This policy does not include as a priority nonmotorized facilities that improve neighborhood-to-neighborhood connections.

D. Transportation Demand Management (pp. 7-18 through 7-19)

These policies address efforts to reduce demand for transportation, as required by the GMA. Proposed revisions would modify supporting text and specific policies but do not greatly modify the intent of the existing language. For the most part, the TDM text and policies appear to apply to the unincorporated area, to King County as a large employer, or to express the County's support for broader policy initiatives. Councilmembers may want to consider further revisions that clarify the County's intended role. There have been significant changes in TDM approaches since 2004. Central staff are working with Executive staff to provide the most current language to reflect these approaches. These will be reported out at a later date as part of the follow-up on concurrency.

E. Variable Tolling (p. 7-19 through 7-20): This subsection adds new text language, amends an existing policy, and proposes three new policies relating to variable tolling. Variable tolling refers to road use charges that may vary by time of day or how crowded the facility is. The text language notes the connection to global warming and climate change.

These strategies can be useful in addressing greenhouse gas emissions, to the extent that they are effective in encouraging use of congested roadways at alternative, lower-use times, thereby reducing actual driving time, or encourage other, less emitting, modes of travel.

T-119 King County (~~should~~) will work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council and cities to develop and implement (~~a regional policy on appropriate applications of~~) transportation pricing strategies (~~that reflect the higher costs of peak-hour automobile usage~~) including system-wide tolling, High Occupancy Toll (HOT) facilities, corridor tolling and cordon tolling to optimize system performance on freeways and arterials. Toll and HOT lane collection systems used in the region should be simple, unified, and interoperable and should avoid the use of tollbooths, whenever possible.

T-119a King County should use variable tolling strategies as a means to optimize

transportation system performance, generate revenues and reduce greenhouse gas emissions.

Issue:

Note that transportation system performance may include transit operations; therefore to avoid the potential of a mandatory referral to the Regional Transportation Committee ("RTC"), this policy should be revised.

T-119b Revenue from variable tolling should be used to improve, preserve and operate the transportation system including transit and other multimodal investments.

Issue:

As the Committee will note revenue generated by tolling should fund those aspects of the transportation system that actually reduce single vehicle travel, and thus CO2 emissions, such as transit or other modes of travel (walking, bicycling or trains). However, this policy clearly references transit as an eligible recipient of variable tolling revenue and may trigger a referral to the RTC.

T-119c King County will work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to advocate that variable tolling be applied to any new limited access lanes.

Issue:

In general, these policies may benefit from more explicit characterization of the County's role. It may be argued that the County, as the largest-by-far operator of transit service in the region, should take the forefront in ensuring that variable tolling be implemented in a transit-supportive way. HOT lane administration, for example, needs to ensure that transit can effectively use HOT lanes or overall system performance will inevitably degrade. Possible health references could also be considered. It is unclear if the intent is for the County to consider variable tolling for its own facilities. For Policy T-119c, which calls for variable tolling on any new limited access lanes in the County, Councilmembers may want to find out if this would affect County policy on any existing or planned highway projects that include new general purpose lane-miles. Councilmembers may also want staff to evaluate the latest information on the equity impacts of tolling, which has been a subject of considerable study in recent years.

F. Climate Change, Air Quality, and the Environment (pp. 7-20 through 7-22)

This subsection builds on other policies in the proposed amendments to the KCCP concerning the environmental impacts of the transportation system.

The Transportation Chapter includes a number of policies that contribute to or address, directly or indirectly, the County's efforts to reduce its greenhouse gas emissions. Through its participation in the Chicago Climate Exchange, the County has committed to reductions of 6% below levels of the year 2000 by 2010 in County operations; additionally, by 2050, goals target

an 80% reduction in greenhouse gas emissions (from 2007 levels) for county operations. This issue is particularly noteworthy for unlike elsewhere in the nation, where power generation or industrial emissions dominate greenhouse gas emissions, transportation is the primary source of greenhouse gas emissions in King County, according to the King County Climate Plan.

New policy T-302a speaks broadly to support for transportation infrastructure within new developments, which is designed to minimize impacts on the environment.

T-302a King County supports designing and building roads, bike lanes, pedestrian ways and trails within new developments in ways that minimize pollution, provide opportunities for physical activity, promote energy conservation, increase community cohesion, and preserve natural flora and wildlife habitat.

Issue:

This policy supports efforts to encourage transportation alternatives to motor vehicle travel thereby resulting in a reduction to the region's greenhouse gas emissions. Staff recommends exploring with KCDOT the potential for directing support to the County's regional trail system to maximize the opportunities for nonmotorized transportation development.

New policy T-302b addresses the range of strategies that the County could employ to minimize its contribution to climate change, on its own or through partnerships, using land use, transit, non-motorized travel, and vehicle and fuel technology.

T-302b Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies and fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, and other actions to reduce vehicle travel. For example, King County will implement a "Pay-As-You-Drive" vehicle insurance program demonstration project and expand it as additional funding becomes available.

Issue:

Councilmembers may want to direct staff to review the effectiveness of the "Pay-As-You-Drive" insurance program to determine if it is the most appropriate strategy to call out.

New policy T-302c emphasizes the County's intent to demonstrate leadership in use of fuels and technologies that minimize County operational contributions to the greenhouse gas emissions problem.

T-302c King County will be a leader in the use of transportation fuels and technologies that reduce operational greenhouse gas emissions from its

fleets (both transit and non-transit) by buying hybrid-electric, electric and other clean transportation technologies; using clean fuels in its fleets; implementing demonstration projects that use alternative fuels; purchasing locally-produced energy sources when practical; seeking local and federal support to expand the use of alternative fuels; and promoting best practices, innovations, trends and developments in transportation fuels and technologies.

Issue:

This policy place strong emphasis on the County's intent to actively address the greenhouse gas emissions concern, utilizing, among other things, innovative vehicle and fuel technologies. However, recent developments with regards to significant increases in the prices of certain food staples raises an issue surrounding the use of biofuels. Some¹¹ have concluded that those price increases have been partially attributed to the conversion of food croplands to biofuel production, thus reducing food production world-wide.

Additionally, published reports have heralded unintended environmental consequences of biofuels production with regards to net greenhouse gas impacts. A survey of studies and reports on these topics should be conducted in support of an analysis of appropriate policy direction with regards to increasing emphasis on use of biofuels. Such an effort should not limit the County's commitment to finding ways to reduce its contribution to greenhouse gas emissions, but should provide an informational base for a policy discussion regarding the appropriate direction with regards to biofuel use.

T-302d The King County Department of Transportation will incorporate climate change impacts information into construction, operations, and maintenance of infrastructure projects. In the near term, the department will incorporate climate change into its planning and design documents. In the long term, the department will develop strategies to incorporate climate change response into the design and operations of its transportation structures and services.

T-302e The King County Department of Transportation will develop methods to evaluate the climate change impacts of its actions and train staff to implement climate sensitive practices in its work.

Issue:

These policies outline a series of steps to combat global warming that appear to be consistent with County policy on global warming. They distinguish fairly clearly as to what role the County is playing in each policy (internal policy, regional leadership) and the term "will" indicates that the intent is to require action by County agencies. However, further analysis is needed to determine the fiscal impact of such mandatory practices by County agencies.

¹¹ World Bank and International Monetary fund ("IMF").

Section IV. Finance (pp. 7-23 through 7-25). This section addresses financing, primarily of County road responsibilities in the unincorporated area. There are some policy changes along with substantial text revisions. As discussed later in this staff report, the Transportation Needs Report (“TNR”) projects an increase in the funding shortfall to \$697 *million*. Councilmembers may want to direct staff to develop more detailed language for the Finance section so that it provides more information on possible responses to this shortfall that would aid policymakers in addressing this issue. For example, there is no policy guidance about potential efforts to use available revenue options (such as the ability to create a Transportation Benefit District) that could address transportation funding shortfalls.

T-401 Financial resources available for transportation improvements should support a program of capital facilities needed for a multimodal transportation system. ~~((The Transportation Priority Process should give priority to critical capacity projects needed to achieve level of service standards in the urban area.))~~

Policy T-405 proposed for deletion:

~~((T-405 — Projects addressing existing capacity, operational, and safety deficiencies shall have a high priority throughout the urban unincorporated area.))~~

Issue:

The changes would remove references to capacity projects in the urban unincorporated area. As a practical matter, road capital project cuts in 2004 (sparked by the loss of Vehicle License Fee revenue) led to the deferral of several major urban capital projects. Some of these, such as the Benson-Carr intersection and the Carr Road improvements, are no longer County responsibilities as a result of annexation. Others remain unfunded/deferred. Since 2004, urban capacity projects have not been included in the Road Division’s CIP. Central staff proposes to develop revised language that will be more clear about the prioritization process, including the implications of the new concurrency proposal.

Policy T-402 states that priority should be given to essential maintenance, preservation, safety and operations costs before other improvements, and this policy has been cited as the basis for prioritizing certain preservation projects and not funding capacity projects other than Novelty Hill Road. With a minor wording change, the policy would remain in effect.

A second issue relates to the GMA’s requirement that jurisdictions address funding gaps. Policy T-403 states that the annual update of the KCCP is an occasion to “consider and address” any potential shortfalls, but in practice the annual update has not been an effective mechanism for dealing with shortfalls. Council may want to direct staff to explore policy language to encourage the County to explore state-authorized

methods by which to develop new revenue options such as Transportation Benefit Districts.

Section V. Coordination and Public Outreach (pp. 7-26 through 7-27)

This section addresses coordination with other agencies and public outreach on the KCCP Transportation Element. As an editorial note, certain policies in the 2004 version of the KCCP have been moved to this section.

Revised policy on High-Occupancy Vehicle (HOV) Lanes

T-503 King County supports active management of freeways to optimize movement of people. High-Occupancy-Vehicle (HOV) or High Occupancy Toll (HOT) lanes should be managed to maintain a reliable speed advantage for transit, vanpools, and carpools. To this end, King County ((should support)) supports ((the)) completion of the designated freeway HOV lane and limited access highway system including direct access ramps. ((Access to this HOV system should also be supported.))

Issue:

As the state's largest transit provider, the County is a logical advocate for preserving a reliable speed advantage for transit and vanpools. It may be helpful to clarify that this is the County's highest priority and takes precedence over preserving a reliable speed advantage for carpools. Note that the term "freeway" is less often used in the transportation sector, especially when discussing system management options.

New Policy

T-503a King County should work with other jurisdictions to coordinate planning and implementation of transportation improvements on corridors passing through or otherwise affecting parts of unincorporated King County. This work shall include timely outreach to unincorporated area councils, subarea forums and the general public and support of such efforts by other agencies.

Issue:

No issues identified.

Section VI. Implementation and Monitoring (p. 7-28)

In this section, three existing policies are proposed for deletion and a new policy is proposed to be added. The deleted policies concern transportation facilities inventory, periodic evaluation to implement the KCCP vision, and GIS and other databases to achieve same. The basis for proposed deletion is that T-601 is replaced with new,

updated policies, T-602 is redundant because it refers to updates that are required under state law and the County Code, and T-602 refers to existing programs and is deleted for clarity.

~~((T-601 — King County should maintain an inventory of its transportation facilities and services to support its management of the system and to monitor system performance.))~~

~~((T-602 — King County shall periodically evaluate transportation components of the comprehensive plan and shall recommend actions that ensure implementation of the comprehensive plan vision.))~~

~~((T-603 — King County shall monitor and establish benchmarks to assess regional transportation system performance and implementation of the comprehensive plan. To accomplish this task King County should develop travel forecasts and maintain a Geographic Information System and databases maintain an inventory of its transportation facilities and services to support its management of the system and to monitor system performance.))~~

With the deletion of these policies, this subsection consists of a general text discussion of the implementation of County transportation responsibilities. Policy T-311 is an addition concerning arterial functional classification.

T-311 Arterial Functional Classification should be implemented through the King County Road Design and Construction Standards. The comprehensive plan's urban growth boundary should provide the distinction between urban and rural arterials.

This policy does not appear to break new ground and could be moved to the arterial and & street system subsection in Section I (pp. 7-6 through 7-7). The text could be moved to p. 7-1 as part of the Chapter's introduction and thereby eliminating the need for this subsection.

Technical Appendix C (separate document submitted as part of February 29 transmittal)

Technical Appendix C includes the Land Use and Travel Forecast Technical Report, the Arterial Classification Map, and a transportation inventory.

Transportation Needs Report ("TNR") (separate document submitted as part of February 29 transmittal)

The TNR is a long-term assessment of County road needs and funding that would likely be available to meet these needs. The 2008 version includes a significant increase in the funding shortfall. It is up to \$697 million. This figure does not include the \$110 million estimated funding gap for the South Park Bridge; if included, the shortfall would exceed \$800 million.

While not all of the projects listed in the TNR would necessarily be built, the shortfall is indicative of the transportation financial crisis that is an ongoing challenge for the County Road Services Division and other transportation agencies.

Health & Equity Review Summary

The Executive's proposed amendments to the Transportation Chapter of the Comprehensive Plan include new text and policies related to promoting both health and equity. The Council may wish to evaluate these amendments along with its consideration of the health and equity framework policies in the KCCP Introduction.

Many of the amendments are an outgrowth of the County's HealthScape project and report. HealthScape is King County's effort to promote public health by improving how communities are built, recognizing that land use patterns and transportation investments can play key roles in making communities healthier. HealthScape recognizes that neighborhoods built on healthy community design standards have features like connected street networks, nearby shopping, walking paths, and transit service which reduce dependency on cars, increase opportunities to be physically active, and improve air quality.

Specific amendments to policies related to healthy community design are:

- T-112 King County supports transit-oriented development in transit corridors. King County shall encourage public/private partnerships to propose opportunities for joint transit-oriented development that includes multifamily housing and promotes the pedestrian-friendly character of adjacent properties. Such developments should provide priority access for transit, pedestrians, bicyclists, car and van pools and other alternatives to single-occupant vehicles.
- T-319 New land use plans, subdivisions, and urban planned development proposals ~~((should include enhancements to))~~ shall accommodate nonmotorized mobility within and access to ((surrounding areas)) nearby shopping parks, trails, schools and other public and private services and facilities.
- T-322a To enhance and improve nonmotorized access to transit, King County should inventory and develop a plan to correct Americans with Disabilities Act deficiencies in corridors connecting to transit and school bus stops.
- T-322b The county should identify key missing links in the nonmotorized network and build facilities to complete the network.
- T-322c King County should coordinate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early in the planning and project design process for all non-motorized capital projects.

- T-322d Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:
- Improve user safety;
 - Add connections to community resources such as parks, trails, and libraries;
 - Promote health;
 - Improve air quality and reduce greenhouse gas emissions;
 - Increase access to transit and services.

Specific amendments to policies related to equity are:

- T-312 King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrians, bicyclists, transit collection/distribution services, ~~((and))~~ persons with disabilities, and person whose primary source of transportation is public transit, thereby providing a viable and interconnected network that is an alternative to auto ~~((usage))~~ use.

- T-312a Transit shall comply with the Federal Transportation Authority's Federal Civil Rights Act (Title VI) requirements to monitor, identify and work to eliminate any disparities in the level and quality of transit service between minority and non-minority, and low-income and higher income communities, for the purpose of providing equitable access to the mobility, health and other benefits provided by public transit.

Issue

The above amendments further the intent of the framework policies that promote health and equity.

- T-322 King County ~~((should))~~ shall seek to improve bicycle and pedestrian safety both within residential areas and ~~((at))~~ along arterials ~~((near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety))~~ where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized ~~((Pedestrian))~~ safety improvements should include adequate signage, markings, and signalization ~~((where warranted))~~. ~~((To foster safe walking conditions for students, King County should continue the School Pathways Program.))~~

Issue

Safe pathways to schools are a key component of healthy community design. Executive staff have indicated that as the nonmotorized text and policies have been revised to enhance the import of this mode of travel for all applications, the Executive eliminated calling out specific non-motorized programs.

Regional Transportation Committee

The Executive-proposed 2008 King County Comprehensive Plan includes policies touching upon a number of transit-related issues, some of which may be more appropriately addressed in the transit plans being updated in the Regional Transportation Committee this year. Some of the policies listed below are new initiatives while others are carried forward from the 2004 update.

- **Policy T-111**, which calls for mixed land uses at park-and-ride lots and transit centers with implications for the design, cost and function of those facilities. (p. 7-6)
- **Policies 119a & b**, both of these policies link tolling to either the operation or optimizing of the transportation system (that could include transit). (p.7-20)
- **Policy T-112**, which states that the County shall encourage public/private partnerships for joint transit-oriented development projects that include multi-family housing. The location of this policy in the Public Transportation section of Chapter Six suggests the involvement of Transit Division properties and possible impacts on the Public Transportation Fund. (p. 7-6)
- **Policy T-302c** is a transit capital policy identifying the types of technologies to be considered when procuring new transit vehicles. (p.7-21)
- **Policy T-312** calls for the County to make investments in transit service and facilities that help integrate local and regional public transportation services and that facilitate non-motorized access to the system. (p. 7-14)
- **Policy T-312a** addresses compliance with the Civil Rights Act of 1964 when making transit service investments. In paraphrasing the provisions of the Civil Rights Act, the policy calls for the County to “*work to eliminate any disparities in the level and quality of transit service between minority and non-minority, and low-income and higher income communities.*” Service investment questions are fundamental to both the Transit Comprehensive Plan and Transit Strategic Plan. Additionally, this policy needs to be revised to correct a reference in this policy from changing “Authority” to “Administration.” (p. 7-14)
- **Policy T-313** calls for the County to focus service and facility investments in “*land use concentrations*” within the Urban Growth Boundary in support of growth management goals. (p.7-14)

- **Policy T-314** calls for the County to “*adopt transit supportive policies assigning highest priority to serving urban centers and manufacturing centers with transit service, including transit priorities on arterial streets....*” Rather than service investment prioritization, this confusing policy may simply be addressing the question of transit priority on arterials. (p. 7-14)
- **Policy T-315** establishes the basis for the County's transit planning process and lists some types of transit service to be considered. (p. 7-15)
- **Policy T-316** calls for the implementation of “*high-capacity transit facilities and services.*” (p. 7-15)

ATTACHMENTS:

1. Excerpts from the RCW
2. Proposed change to Title 14 of the KCC
3. Current Residential Concurrency Map
4. March 1 Proposed Concurrency Map
5. Revised GMNR Comp Plan Meeting Schedule

Excerpts From RCW 36.70A.020 - Planning Goals

(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

(3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with the County's and cities' comprehensive plans.

(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(10) Environment. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

(12) Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

RCW 36.70A.070(6) - A Comprehensive Plan's Transportation Element

(6) A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following subelements:

(i) Land use assumptions used in estimating travel;

(ii) Estimated traffic impacts to state-owned transportation facilities resulting from land use assumptions to assist the department of transportation in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;

(iii) Facilities and services needs, including:

(A) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county's jurisdictional boundaries;

(B) Level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(C) For state-owned transportation facilities, level of service standards for highways, as prescribed in chapters [47.06](#) and [47.80](#) RCW, to gauge the performance of the system. The purposes of reflecting level of service standards for state highways in the local comprehensive plan are to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, or transit program and the department of transportation's six-year investment program. The concurrency requirements of (b) of this subsection do not apply to transportation facilities and services of statewide significance except for counties consisting of islands whose only connection to the mainland are state highways or ferry routes. In these island counties, state highways and ferry route capacity must be a factor in meeting the concurrency requirements in (b) of this subsection;

(D) Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard;

(E) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(F) Identification of state and local system needs to meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter [47.06](#) RCW;

(iv) Finance, including:

(A) An analysis of funding capability to judge needs against probable funding resources;

(B) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW [35.77.010](#) for cities, RCW [36.81.121](#) for counties, and RCW [35.58.2795](#) for public transportation systems. The multiyear financing plan should be coordinated with the six-year improvement program developed by the department of transportation as required by **RCW [47.05.030](#);

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(v) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(vi) Demand-management strategies;

(vii) Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

(b) After adoption of the comprehensive plan by jurisdictions required to plan or who choose to plan under RCW [36.70A.040](#), local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. For the purposes of this subsection (6) "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

(c) The transportation element described in this subsection (6), and the six-year plans required by RCW [35.77.010](#) for cities, RCW [36.81.121](#) for counties, RCW [35.58.2795](#) for public transportation systems, and **RCW [47.05.030](#) for the state, must be consistent.

SECTION 8. Ordinance 14050, Section 9, as amended, and K.C.C. 14.70.220 are each hereby amended to read as follows:

A. Concurrency shall be determined by the application of ~~((TAM and))~~ travel time standards to ~~((proposed nonresidential developments and concurrency zones for proposed residential developments within unincorporated King County))~~ principal and minor arterials associated with travel sheds as defined in this chapter. Collector arterials shall be monitored by traffic counts and if counts indicate congestion could be approaching level of service standards on one or more collector arterial, travel time surveys and travel time standards shall be applied to those collector arterials.

B.1. ~~((The TAM calculation for a concurrency zone or nonresidential development shows the adequacy of the committed network relative to the adopted level of service. Projects to be provided by the state, cities or other jurisdictions may become part of the committed network upon decision of the director. A volume-to-capacity ratio is the measure used for TAM evaluation with one standard for the Urban Growth Area and another standard for the Rural Area. The TAM standard for the Urban Growth Area and designated Rural Town is level of service E, or 0.99 volume-to-capacity ratio, as adopted in the King County Comprehensive Plan. The standard for the Rural Area is level of service B, or 0.69 volume-to-capacity ratio, as adopted in the King County Comprehensive Plan. The standard for the minor developments and public and educational facilities listed in K.C.C. 14.70.285 is level of service F, or greater than 0.99 volume-to-capacity ratio, as adopted in the King County Comprehensive Plan.~~

C.1. ~~The travel time standard shall apply to the monitored corridors listed in Attachment B to Ordinance 15839.)~~ The travel time standards are levels of service based on average travel speed in miles per hour, and the standards vary by road classification. ~~((The travel speed calculations measure the adequacy of critical segments within monitored corridors.))~~ The travel time standard for the Urban Growth Area and ~~((designated Rural Towns))~~ the Rural Mobility Areas is level of service E. The travel time standard for the Rural Area is level of service B. The travel time standard for the Rural Neighborhood Commercial Centers is level of service D. The travel time standard for the Urban Mobility Areas is level of service F. The travel time standard for the minor developments and public and educational facilities listed in K.C.C. 14.70.285 is level of service F. ~~((Travel time standards shall not apply to monitored corridors in the Urban Growth Area if HOV lanes and transit service are available at the time of concurrency application or are expected to be available within six years.))~~

2. The following table identifies the range of travel speeds for the travel time levels of service ~~((on monitored corridors and critical segments including the average travel speeds used for the standards level of service E and level of service B))~~.

ROAD LEVELS OF SERVICE				
Road Classification:	I (State Route)	II (Principal Arterials)	III (Minor Arterial)	IV (Collector Arterial)
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (MILES PER HOUR)			
A	>42	>35	>30	>25
B	>34 – 42	>28 – 35	>24 – 30	>19 – 25
C	>27 – 34	>22 – 28	>18 – 24	>13 – 19
D	>21 – 27	>17 – 22	>14 – 18	>9 – 13

E	>16 – 21	>13 – 17	>10 – 14	>7 – 9
F	<=16	<=13	<=10	<=7

SECTION 9. Ordinance 14050, Section 10, as amended, and K.C.C. 14.70.230 are each hereby amended to read as follows:

A. The department shall perform a concurrency analysis and test for each ((application for a certificate of concurrency)) travel shed to determine whether ((the proposed development satisfies the TAM and travel time standards)) areas within the travel sheds are concurrent. The test for each area shall be based on the level of service analysis results for the entire travel shed. Areas shall be deemed concurrent if eighty-five percent of the arterials within their travel shed meet level of service standards.

B. ((The concurrency test shall be performed only for the proposed development identified by the applicant on a completed concurrency application. Changes to the proposed development that would create additional vehicle trips shall be subject to an additional concurrency test.

C.1. When making a concurrency determination for a proposed residential development, t))The department shall ((consult)) use the concurrency map currently in effect when making a concurrency determination for a proposed development. The concurrency map displayed in Attachment A to ((Ordinance 15839)) this ordinance is adopted as the official concurrency map for King County. The department shall make a determination of concurrency according to the status indicated on the adopted concurrency map for the ((concurrency zone)) area in which the proposed ((residential)) development is located.

((2. On the concurrency map, if the zone color is green it means the proposed residential development shall be given a certificate because the concurrency zone is functioning within level of service standards. The color red means the concurrency zone is at or exceeding level of service standards and the proposed residential development shall not be given a certificate, unless it is a minor development listed in K.C.C. 14.70.285.

D. When conducting the concurrency test for a proposed nonresidential development, the department shall conduct a site specific analysis using the department's traffic model. The department shall use standard trip generation rates published by the Institute of Transportation Engineers or other documented information and surveys approved by the department. The department may approve a reduction in generated vehicle trips based on additional information supplied by the applicant. The calculation of vehicle trip reductions shall be based upon recognized technical information and analytical processes that represent current engineering practice. The department shall have final approval of such data, information and technical procedures as are used to calculate vehicle trip reductions.

E. If the concurrency test is passed under subsection D. of this section, the applicant shall receive a certificate of concurrency. If the concurrency test for a nonresidential project is passed only under certain conditions of road improvements or project size, then the applicant shall receive a conditional certificate of concurrency on which the specific conditions are stated.

F. If the concurrency test for nonresidential development is not passed, the applicant shall select one of the following options:

1. ~~Request in writing a ninety-day period in which the applicant can meet with the department to review the concurrency analysis and possible mitigation measures. The applicant may also provide additional information to the department in support of the~~

~~application. The ninety-day period must be requested no later than ten days after the applicant's receipt of the notification of denial;~~

~~2. Appeal the denial of the application for a certificate of concurrency in accordance with K.C.C. 14.70.260. Acceptance of the ninety-day period shall not impair the applicant's future right to a formal appeal at a later time. An appeal must be filed with the department no later than ten days after the expiration of the ninety-day period; or~~

~~3. Accept the denial of an application for a certificate of concurrency.))~~

SECTION 10. Ordinance 14050, Section 11, as amended, and K.C.C. 14.70.240 are each hereby amended to read as follows:

A. ~~((Each applicant))~~ The department of development and environmental services shall accept applications for a development approval ((shall present a valid certificate of concurrency)) only for development in areas that pass the concurrency test as shown on the concurrency map in effect at the time of application.

B. ~~((A certificate of concurrency must be valid at the time of development application. A certificate of concurrency is valid if it has not expired according to its expiration date.~~

C. ~~Applications for certificates of concurrency shall be submitted to the department of transportation on forms provided by the department.))~~ Concurrency is valid for the development permit application period and subsequently for the same time as the development approval.

SECTION 11. Ordinance 14050, Section 13, as amended, and K.C.C. 14.70.260 are each hereby amended to read as follows:

A. Any issues relating to the adequacy of the ~~((traffic model))~~ concurrency analysis and test or the accuracy of the concurrency map shall be raised to the county council during the annual council consideration of the concurrency map as provided in K.C.C. 14.70.270.

B. There is no administrative appeal of the department's final decision of ~~((residential))~~ concurrency denial or approval.

~~((C. An appeal of the department's final decision relative to nonresidential concurrency denial shall be filed by the applicant with the director or the director's designee. The appeal shall be in written form, stating the grounds for the appeal, and shall be filed within ten days after receipt of notification of the department's final decision in the matter being appealed or if a ninety-day period was requested under K.C.C. 14.70.230.G.1 within ten days after the expiration of the ninety-day period.~~

D. ~~A challenge to a nonresidential concurrency approval may be raised as part of the review process for the development application for which the certificate of concurrency was issued.~~

E. In an appeal of nonresidential concurrency denial or approval, the appellant must show that:

~~1. The department committed a technical error, which means an error in arithmetic, table and map lookup or a similar clerical function;~~

~~2. Alternative data or a traffic mitigation plan submitted to the department was inadequately considered;~~

~~3. Conditions required by the department for concurrency are not related to the concurrency requirement; or~~

~~4. The action of the department was arbitrary and capricious as defined in Washington law.~~

~~F. The standard of review for nonresidential appeals when considering whether a technical error was committed shall be compelling evidence that the department made an error in arithmetic, table references or other such mechanical or clerical error. Appeals based upon technical error shall not call into question the underlying traffic model or its inputs.~~

~~G. For nonresidential appeals on grounds other than technical error, the department's dependence on its professional judgment and experience shall be given due deference by the hearing examiner.)~~

SECTION 12. Ordinance 14050, Section 14, as amended, and K.C.C. 14.70.270 are each hereby amended to read as follows:

A. The ~~((traffic model for))~~ concurrency map shall be updated annually as part of the budget process or when authorized by the county council by ordinance. The update process shall include the most recently adopted roads CIP, updated traffic volumes and updated ~~((information regarding issuance of concurrency certificates, development approvals and development activity. The traffic model shall conform to the guidelines and procedures described by the Federal Highway Administration in its publication entitled Calibration and Adjustment of System Planning Models dated December 1990 or its successor. Each update of the traffic model shall be used to produce a new concurrency map))~~ travel time surveys and standards and methodologies as described in K.C.C. 14.70.220 and 14.70.230. The concurrency map shall be submitted to council for its approval by ordinance. The updates ~~((of the traffic model))~~ shall be deemed adequate for the purposes of concurrency analysis and the concurrency map shall be used to determine the concurrency of proposed ~~((residential))~~ development projects. ~~((The traffic model shall be used to prepare the concurrency map and to perform site specific analysis for nonresidential projects.))~~

D. The concurrency map is a result of the ~~((values inputted into the traffic model))~~ concurrency analysis and test, as described in subsection A, of this section. The concurrency map indicates if ~~((a concurrency zone))~~ an area does or does not comply with adopted ~~((TAM and travel time))~~ level of service standards. Any changes to the concurrency status of ~~((a zone or zones))~~ an area or areas on the concurrency map other than those resulting from the ~~((model))~~ update process may only be accomplished by the council, through an ordinance, by changing any combination of the adopted ~~((TAM or travel time))~~ level of service standards, or the list of funded projects in the most recently adopted CIP.

SECTION 13. Ordinance 15030, Section 9, and K.C.C. 14.70.285 are each hereby amended to read as follows:

The following minor developments and public and educational facilities are subject to the concurrency test using level of service standard F:

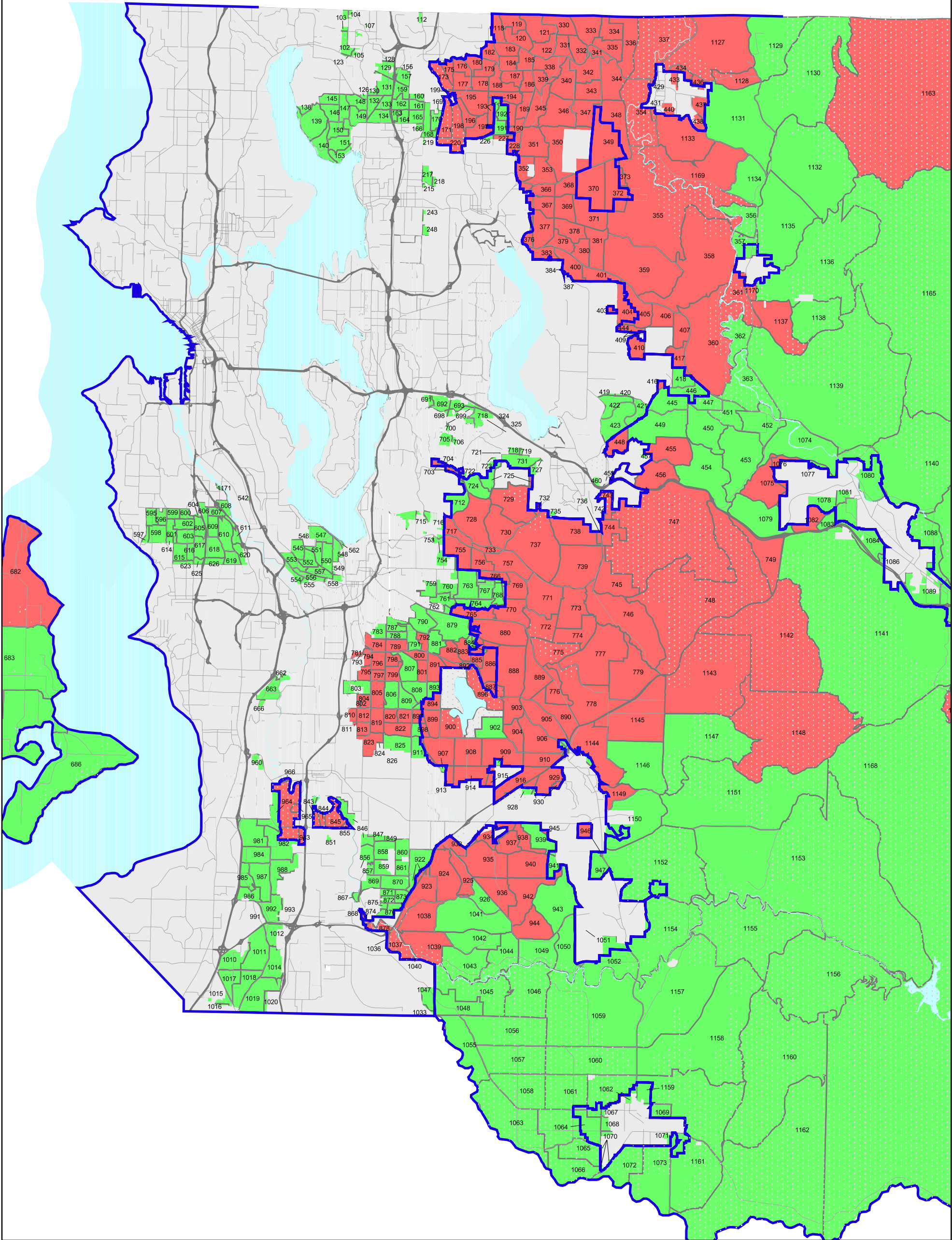
A. Short subdivisions within the Urban Growth Area:

B. Any multifamily residential structure or structures totaling eight dwelling units or less within the Urban Growth Area;

G. Building permits for single-family structures;

and

L. Subdivisions and short subdivisions in the Rural Area, if for each lot that is created, one rural transferable development right under K.C.C. Chapter 21A.37 is purchased from the same travel shed.



Residential Transportation Concurrency

Attachment A



King County

October 30, 2006

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

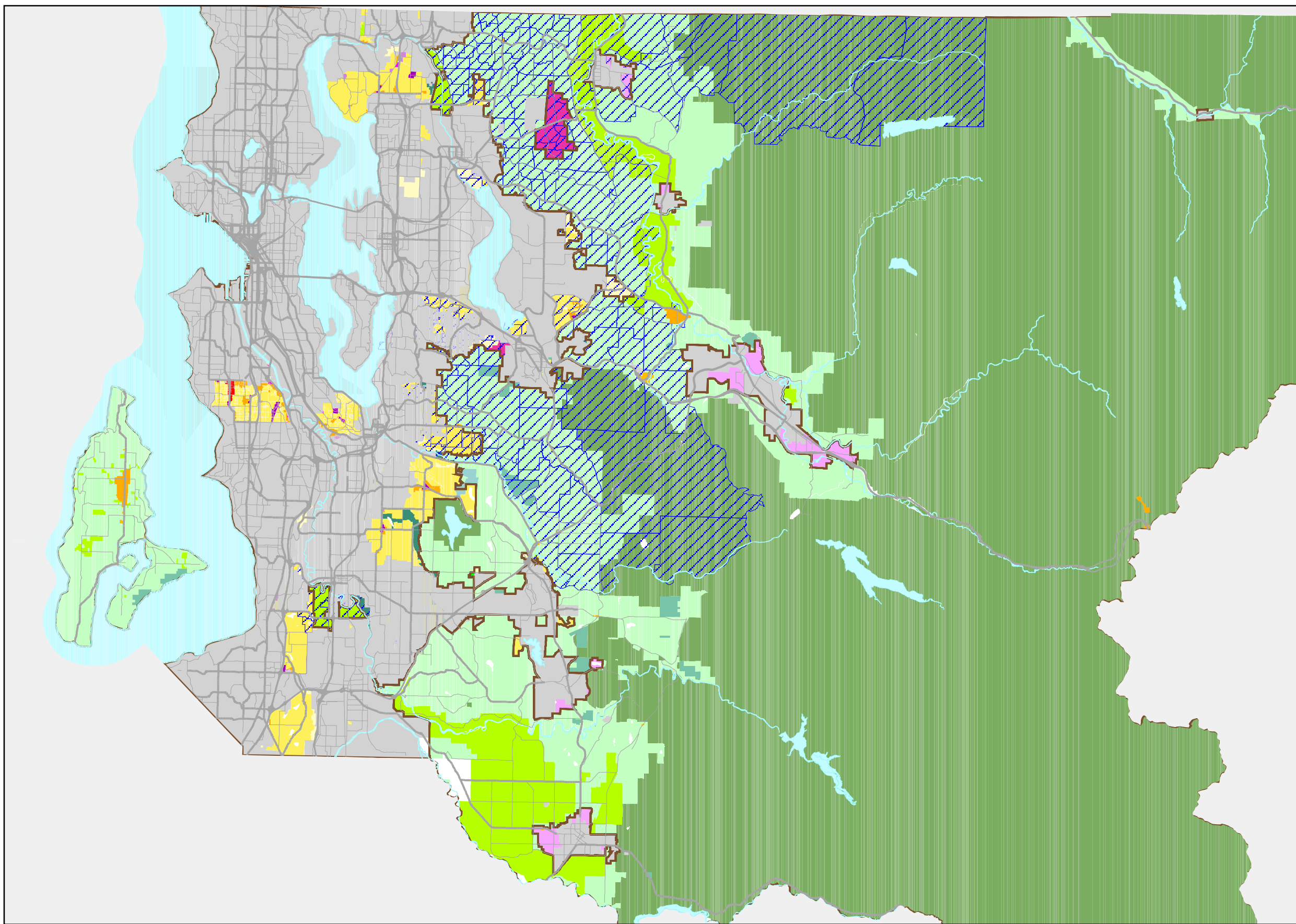


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


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Legend





















- Urban Growth Line
- ### Zone Numbers
- Zone Boundaries
- Fails Standards
- Meets Standards
- Resource Lands



Legend

-  Urban Growth Boundary
-  Cities
-  Areas Failing Concurrency

Comprehensive Plan Land Use

-  Unincorporated Activity Center
-  Agriculture
-  Community Business Center
-  Commercial Outside of Centers
-  Forestry
-  Greenbelt/Urban Separator
-  Industrial
-  Mining
-  Neighborhood Business Center
-  Other Parks/Wilderness
-  King County Owned Open Space/Recreation
-  Rural Neighborhood
-  Rural Residential, 1 du/2.5-10 ac
-  Rural Town
-  Rural City Urban Growth Area
-  Urban Residential, high
-  Urban Residential, low
-  Urban Residential, medium
-  Urban Plan Development
-  Tribal Lands



2 0 2 4 6 8 10 Miles

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King County

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Transportation Concurrency Attachment A

Executive Recommended King County Comprehensive Plan 2008, March 1, 2008



King County

REVISED 2008 COMPREHENSIVE PLAN SCHEDULE **FOR GMNR COMMITTEE**

Unless otherwise noted, all meetings will be held in the Metropolitan King County Council Chambers, 10th Floor, King County Courthouse, 516 Third Avenue, Seattle, WA 98104.

April 29 – **Special meeting at 1:30 p.m.: CHAP. 7 - TRANSPORTATION & CONCURRENCY**

Revised **MODEL; Public testimony scheduled**

May 6 – **PARTS OF CHAP. 8 - SERVICES, FACILITIES & UTILITIES (Water Supply & Utilities) & STAKEHOLDERS (E.G. UAC & COMMISSIONS); Public testimony scheduled**

May 20 – **TRANSFER OF DEVELOPMENT RIGHTS (TDR); Public testimony scheduled**

June 3 - **CHAP. 4 – ENVIRONMENT & the ENERGY SECTION OF CHAP. 8 - SERVICES, FACILITIES & UTILITIES; Public testimony scheduled**

June 17 – **DOCKET & AREA ZONING STUDIES; Public testimony scheduled**

July 1 – **DOCKET & AREA ZONING STUDIES**

July 15 – **AMENDMENTS**

July 29 – (tentative) – Special meeting of the GMNR Committee.

August 5 – **FINAL COMMITTEE ACTION** Regular meeting of the GMNR Committee. Discussion and possible action on 2008 Comprehensive Plan. GMNR completes its recommendation on the 2008 Comprehensive Plan and forwards it on to the full council. Public testimony if action is taken.

September 29 (anticipated) – Public hearing and testimony before the full council on the GMNR recommended 2008 Comprehensive Plan.

October 6 (anticipated) – Full Council: Final Action on GMNR recommended 2008 Comprehensive Plan.

October 13 (tentative) – Transmittal of Executive Proposed 2009 Budget. Deadline for transmittal of Transportation Needs Report, School Capital Facilities Plans. Note: *The public is given an opportunity to testify on these elements of the Comprehensive Plan in conjunction with review of the 2009 Budget.*

November 17 (tentative) – Public hearing at the full council on 2008 Budget, including Capital Improvement Program.

November 24 (tentative) – Final adoption of the School Capital Facilities Plans and Transportation Needs Report in conjunction with adoption of the 2009 Budget

Chapter 7 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment
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((T-101 As a countywide transportation service provider, King County establishes policy for transit and for the unincorporated area road system. General and long-range policy shall be established for the road system in the King County Comprehensive Plan and for transit in the Transit Long-Range Policy Framework. The Six-Year Transit Development Plan and the six-year capital improvement program for roads shall also be prepared consistent with these primary policy documents.))		Replaced with text and amended. (p. 7-1.)
((T-103 King County should identify improvements and strategies needed to carry out the land use vision and meet the level-of-service requirements for transportation. Road improvements should be guided by the Roads Strategic 6-3 September 2004 Plan and prioritized in the Transportation Needs Report and Roads Capital Improvement Program. Public transportation projects should be identified in the improvement program of the Transit Capital Budget and the Six-Year Transit Development Plan, and the Long-Range Policy Framework for Public Transportation.))		Replaced with text and amended. (p. 7-1.)
T-106 King County should work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. King County should actively develop, implement, and promote ((nonconventional)) <u>innovative</u> public transportation options as a part of that system.	Minor edits for word clarification.	Aspects of this policy area may be more appropriately addressed in the Transit Comprehensive Plan and/or the Transit Strategic Plan, which are currently under development for adoption in late 2008.
T-108 King County should work with the Washington State Department of Transportation, ((and)) Kitsap County, <u>and other entities offering passenger ferry services</u> to ensure that service and capital plans for ferries are consistent with transit service plans and goals. King County should encourage additional passenger-only ferry services to enhance the county's multimodal transportation network for both commute and recreational trips.	Expands the description of coordinating partners to include any body or organization that provides ferry services.	The additional language recognizes that the King County Ferry District has been established but does not mention it by name.
T-109 In areas where transit services and ridership demand warrant, the county should invest in transit supportive facilities consistent with the capital and service strategies in the ((Six-Year Transit Development Plan)) <u>Strategic Plan for Public Transportation</u> .	Minor change to update title of document.	
T-112 King County supports transit-oriented development in transit corridors. King County shall encourage public/private partnerships to	This is a minor edit that clarifies the objective of this policy.	This policy area may be more appropriately

Chapter 7 Amended and New Policies in 2008 Comp Plan	Executive Rationale for Change or Addition of Policy	Staff Comment
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	propose opportunities for joint transit-oriented development <u>that includes multifamily housing and promotes the pedestrian-friendly character of adjacent properties.</u> Such developments should provide priority access for transit, pedestrians, bicyclists, car and van pools and other alternatives to single-occupant vehicles.		addressed in the Transit Comprehensive Plan and/or the Transit Strategic Plan.
T-112a	<u>The King County Department of Transportation has primary responsibility for development and maintenance of transportation facilities in public rights-of-way. Other right-of-way users must coordinate with the department regarding schedules for projects, maintenance and other activities affecting the right-of-way.</u>	This new policy clarifies coordination requirements.	According to Executive staff, does not represent a change in procedures.
T-112b	<u>To the extent practicable, future expansion or redevelopment of the county's road stormwater infrastructure should mimic the natural drainage system or preserve the ability to create such a system in the future.</u>	This policy provides a statement of existing practices and does not represent a change in procedures.	Council staff is reviewing to evaluate possible cost impacts.
T-113	King County shall be a regional proponent for freight planning and mobility projects and actions that result in a reliable, <u>continuous</u> , and efficient freight transportation system. The county should identify <u>and support</u> opportunities to create financial partnerships to achieve these goals.	This edit clarifies and strengthens the county's role in support of freight planning and mobility.	
T-114	King County should <u>work with other jurisdictions, the public and the private sector to</u> identify and develop major transportation projects, including traffic operations and safety-related projects that improve freight mobility <u>on the arterial system.</u> ((This work shall be coordinated with local jurisdictions, other counties or regional agencies, the state, ports, and the private sector.))	This edit clarifies the cooperative nature of the role of the county in freight mobility planning.	
T-104	King County ((International Airport)) shall plan, design, and implement services, programs, and facilities <u>for the King County International Airport</u> in compliance with Federal Aviation Administration regulatory requirements to support a safe, secure, and efficient global aerospace system.	Grammatical edits.	
((T-201	The transportation system should provide mobility choices for county residents, visitors and businesses in support of Destination 2030, the regional transportation strategy; Vision 2020, the region's urban growth strategy; and the county's land use and development vision, goals and policies.)) [Deleted]	Policy redundant with text.	
T-203	In addition to encouraging transit ((,)) and nonmotorized mobility choices ((-including pedestrian and bicycle travel)) , the transportation system ((should)) <u>shall</u> address the needs of persons with disabilities <u>pursuant to federal and state Americans with Disabilities</u>	Minor grammatical edits and incorporation of Americans with Disabilities Act requirements.	Council staff will work with Executive staff to ensure that intent is clear.

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<u>Act (ADA) requirements. ((King County should))</u> The design and operation of transportation infrastructure, facilities and services shall evaluate and ((implement, where appropriate, innovative ways to)) address these needs ((in the design and operation of transportation infrastructure, facilities, and services)) .		
<p>((T-204 The transportation system should include:</p> <ul style="list-style-type: none"> a. Freeways, arterial streets and local/neighborhood streets; b. Local and express bus transit and paratransit services, including Americans with Disabilities Act (ADA) service programs; c. High capacity transit; d. High occupancy vehicle lanes and ridesharing facilities; e. Demand and system management programs; f. Facilities and programs for pedestrians, bicycles and equestrians; <p>September 2004 6-8</p> <ul style="list-style-type: none"> g. Facilities to accommodate freight and goods delivery, including railroads, intermodal yards and distribution centers; h. Airports; and i. Marine transportation facilities and navigable waterways.)) 		Replaced with text and amended. (p. 7-4.) Council staff will propose additional changes to add clarity.
<p>((T-205 The transportation system in the Urban Growth Area should be consistent with urban development policies and growth targets. System improvements should implement the Urban Land Use Chapter and be prioritized according to the capital and services strategies in the Six Year Transit Development Plan and the goals, strategies, and actions in the Roads Strategic Plan and should be reflected in the Transportation Needs Report.))</p>		
<p>T-207 King County shall not construct and shall oppose the construction by other agencies of any new arterials or freeways or any additional arterial or freeway capacity in the Rural Area or ((N))natural ((R))resource ((L))lands except for segments of certain arterials that pass through rural lands to serve the needs of urban areas. Any capacity increases to these urban connector arterials shall be designed to serve mobility and safety needs of the urban population while discouraging development in the surrounding Rural Area or ((N))natural ((R))resource lands.</p>	Minor edits for consistent capitalization.	Review to ensure that this policy and T-207a adequately and without unintended consequences provide for urban connectors without jeopardizing rural character.
<p>T-207a <u>Urban connectors should be designed and developed in a way that considers and accommodates adjacent, existing uses without promoting development that would be inconsistent with rural and natural resource land</u></p>	This new policy provides guidance for the design and development of urban connectors.	Review to ensure that this policy and T-207 adequately and without unintended consequences

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<u>uses outside of the Urban Growth Area.</u>		provide for urban connectors without jeopardizing rural character.
T-208a Any segment of a county roadway that forms the boundary between the ((u)) Urban ((g)) Growth ((a)) Area and the ((r)) Rural ((a)) Area shall be designed and constructed to urban roadway standards on both sides of such roadway segment.	Minor edits for consistent capitalization.	
((T-209 The travel forecasts used to identify transportation improvements/needs shall be prepared consistent with state law and on a schedule that coincides with a major comprehensive plan update as outlined in King County Code.))	This policy is being deleted because it is unnecessary.	
T-210 The level of service ((LOS)) standard for the Urban Area ((and designated Rural Towns)) shall be E except as provided in Policy T-212 and T212a. The ((LOS)) level of service standard for the Rural Area shall be B except as provided in Policy T-212, T212a, and 212b. These standards shall be used in concurrency testing.	The minor edits to this policy and the references to level of service exceptions in policies T212a and T212b add completeness and clarity to this policy.	
((T-211 In Potential Annexation Areas where King County has a preannexation agreement with the annexing city, the county will apply the annexing city's adopted level of service (LOS) standard within that Potential Annexation Area.))	This policy is being deleted as unnecessary.	Council may wish to retain this policy.
T-212 The ((LOS)) level of service standard for certain minor residential and minor commercial developments, along with certain public and educational facilities, shall be ((LOS)) level of service F. This standard shall be used in concurrency testing.	Minor edit for consistency.	
T212a The level of service standard for designated Urban Mobility Areas shall be F. The level of service standard for designated Rural Mobility Areas shall be E.	This policy provides for different level of service standards in Urban Mobility Areas (urban centers) and Rural Mobility Areas (Rural Towns) than in the urban and rural areas as a whole.	Council staff is reviewing this policy.
T-212b The level of service standards for the Cottage Lake, Maple Valley, Preston and Cumberland Rural Neighborhood Commercial Centers shall be D.	New policy provides for a level of service standard supporting more focused development in rural neighborhood commercial centers.	Council staff is reviewing this policy.
T-213 Level of service guidelines for allocating transit service should be developed to be consistent with the ((Six-Year Transit Development Plan's)) Comprehensive Plan for Public Transportation's ((policy objectives)) policies and objectives. The land use criteria that are used to determine where future transit service is allocated are established in the ((Six-Year Transit	Minor change to update title of document.	

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Development Plan's)) Strategic Plan for Public Transportation's service strategies. These Service Strategies provide the framework for identifying the level of service that each community can plan for as the ((Six-Year Transit Development Plan's)) Strategic Plan for Public Transportation is implemented.		
((T-214 King County's transportation concurrency test shall be a two-part test, involving area-wide averaging of roadway congestion and measuring of congestion in specific roadway corridors.)) [Deleted]	Since a new concurrency system is being proposed, this policy is being deleted.	
((T-215 A Certificate of Transportation Concurrency confirms that adopted level of service (LOS) standards are met by a proposed nonresidential development or a residential concurrency zone. A certificate of transportation concurrency will be issued only if a proposed development or residential concurrency zone passes both parts of the two-part transportation concurrency test.)) [Deleted]	Since a new concurrency system is being proposed, this policy is being deleted. The new system does not require certificates.	
T-216 To ensure that adopted ((LOS)) level of service standards are met, transportation improvements or strategies needed to serve new development must be currently in place, or construction for needed improvements must be funded in the adopted Six-Year Capital Improvement Program.	Minor edits improve clarity.	Edit is intended to make it clear that traffic management systems as well as capital projects may be used to meet LOS standards.
T-216a A concurrency travel shed is a geographic area within unincorporated King County where all development within the travel shed would be likely to use or be affected by traffic on arterials within the travel shed.	The new concurrency system would use larger travel sheds as the basic geographic area for testing concurrency than the current small zones.	Council staff has proposed a wording change and will work with Executive staff to determine if further edits are needed.
T-216b The concurrency program shall include provision for mobility areas within travel sheds. Urban Mobility Areas shall be defined as areas coinciding with urban commercial centers. Rural Mobility Areas shall be defined as unincorporated Rural Towns as designated in the King County Comprehensive Plan.	New policy defines mobility areas where land use designations support alternative modes of travel.	Council staff will review this policy.
T-216c The map shall divide the area into travel sheds and shall show areas of unincorporated King County that meet concurrency standards. Any proposed development in areas that are shown on the map to meet concurrency standards will be deemed concurrent.	Describes the map for the new , plan-level concurrency system which will not require testing for individual development resulting in administration efficiencies and more clarity for developers.	Council staff will work with Executive staff to clarify language.
T-216d The concurrency test shall be based on the level	All King County arterials shall	

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	<u>of service on arterials in unincorporated King County using established level of service analysis methodology. The test shall not be applied to designated Highways of Statewide Significance.</u>	be monitored and tested. Highways of Statewide Significance will continue to be excluded from concurrency.	
T-216e	<u>The concurrency test may include provision of factors for safety, pavement condition and availability of multiple modes of transportation.</u>	Provides an option of including additional provisions in concurrency.	
T-216f	<u>In the Rural Area, the concurrency test may include a provision that allows the purchase of Transferable Development Rights in order to satisfy transportation concurrency requirements.</u>	Provides an option of including Provisions for incorporating Transferable Development Rights in future.	Further analysis of this policy will be provided at the committee meeting on TDRs.
T-303	Needed rights-of-way, strategies to ((reduce)) <u>manage transportation</u> demand and off-site improvements should be identified and required as conditions of development approval to the extent that such conditions are directly related to impact mitigation ((and will benefit the development)) . [Moved from Section III.A.]	Edits improve clarity.	
T-307	King County shall encourage the development of highly connected, grid-based arterial and nonarterial road networks in new developments and areas of in-fill development. To this end, the county should: a. Make specific ((determinative)) findings to establish a nonarterial grid system for public and emergency access in developments at the time of land-use permit review. b. ((Encourage)) <u>Require</u> new commercial, multifamily, and ((single-family)) residential ((developments)) subdivisions to develop highly connective street networks to promote better accessibility ((by all modes. The use of cul-de-sacs should be discouraged, but where they are used, they should include pedestrian pathways to connect nearby streets)) <u>and eliminate or minimize the use of cul-de-sacs.</u> [Moved and amended from Section III.B.]	Edits strengthen requirements for highly connected, grid-based road networks. Increased road network connectivity results in reduced vehicle miles travel due to increased options for travel paths. Increased connectivity provides for network redundancy which facilitates emergency access and egress.	
T-308	Development proposals should extend the public road system through dedication when the extension is in the public interest ((and is reasonably necessary as a result of the impacts of the development)) . ((The impacts)) <u>Conditions</u> that may warrant such an extension include, but are not limited to, impacts on neighborhood circulation, increases in the use of arterials for local vehicular trips, ((the)) reductions in traffic safety through	Edited to improve clarity.	

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	uncoordinated and/or inadequately spaced street access to arterials, and restrictions on the availability of alternative emergency access routes. [Moved and amended from Section III.B.]		
T-310	As <u>mitigation for the impacts of new development and as a condition of ((new)) development approval</u> , the county ((should)) <u>shall</u> require the improvement of existing offsite roadways and undeveloped road rights-of-way, and/or other strategies to reduce demand on roads ((when the improvement or strategy is reasonably necessary as a result of the impacts of the development)) . ((The impacts)) <u>Impacts</u> that may warrant such mitigation include, but are not limited to, those that create safety concerns, raise road operational issues or increase the number of residences served by a single access route. [Moved and amended from Section III.B.]	Clarifies existing policy and practice.	
T-216a	<u>The county shall implement a system that establishes fees needed to mitigate the growth-related transportation impacts of new development. The fees will be used to pay a development's proportionate share of transportation capital projects needed to support growth including, but not limited to, road, transit, and nonmotorized facilities. Such fees are in addition to any requirements established for transportation services and facilities needed solely as a result of the development.</u>	Provides policy guidance for existing King County Mitigation Payment System.	
T-312	King County should plan, design, and implement a system of services and facilities that supports integration of regional and local services and that facilitates access to the system for pedestrians, bicyclists, transit collection/distribution services, ((and)) persons with disabilities, <u>and person whose primary source of transportation is public transit</u> , thereby providing a viable and interconnected network that is an alternative to auto ((usage)) use.	Incorporation of commitment to reducing disparities and inequities in King County.	This policy area may be more appropriately addressed in the Transit Comprehensive Plan and/or the Transit Strategic Plan.
T-312a	<u>Transit will comply with FTA's Federal Civil Rights Act (Title VI) requirements to monitor, identify and work to eliminate any disparities in the level and quality of transit service between minority and non-minority, and low-income and higher income communities, for the purpose of providing equitable access to the mobility, health and other benefits provided by public transit.</u>	Incorporation of commitment to reducing disparities and inequities in King County.	This policy area may be more appropriately addressed in the Transit Comprehensive Plan and/or the Transit Strategic Plan.
T-316	High-Capacity Transit facilities and services	Grammatical correction.	This policy area may

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	((which)) <u>that</u> are consistent with, and supportive of, the comprehensive plan should be supported and implemented.		be more appropriately addressed in the Transit Comprehensive Plan and/or the Transit Strategic Plan.
T-301	The most cost-effective ((improvement)) <u>transportation improvements addressing existing and projected future needs</u> should be considered <u>and implemented</u> first ((to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered)) . Efficiency ((improvements)) <u>projects, such as signal timing, that</u> ((supporting)) <u>support transit and other high-occupancy-vehicles (HOV) operations</u> ((and transit operations on existing roads)) should be ((a higher priority than)) <u>given priority over general capacity improvements</u> ((enhancing single-occupant vehicle (SOV) travel)) .	Edited to clarify consistent with existing policy and practice.	
T-206	((The transportation system in the Rural Area and Natural Resource Lands should be consistent with their rural/resource character.)) <u>Projects in the Rural Area</u> will be prioritized to address safety ((,)) <u>and operations. Projects that address</u> ((and capacity improvements that correct)) existing ((deficiencies)) <u>capacity needs</u> in urban unincorporated King County ((or serve development that is already in the permitting process)) shall be given priority consideration. [Moved and amended from Section II.A.]	Edited to clarify consistent with existing policy and practice.	
T-305	<u>Roadway safety improvements</u> ((increase the safety of the traveling public by reducing)) <u>reduce the number and severity of</u> ((accidents,)) <u>collisions by providing refuge for pedestrians and bicyclists, providing positive traffic control,</u> ((minimizing driver decisions,)) reducing hazardous roadway conditions, and reducing unexpected situations. Improvements of this type include, but are not limited to, pathways, traffic signals, <u>roundabouts</u> , turn and merge lanes, provisions for sight lines, and removal of roadside obstacles ((, and)) . <u>In addition, safety improvements shall be considered that</u> ((to)) <u>lessen the likelihood and impacts of flooding.</u>	Edited to clarify consistent with existing policy and practice.	
T-306	Appropriate neighborhood traffic control measures ((, land use, zoning, design)) and ((road standards and development conditions)) <u>the King County Road Design and Construction Standards</u> should be used <u>along with zoning and development conditions</u> to improve safety, transit access and nonmotorized travel in residential neighborhoods.	Edited to clarify consistent with existing policy and practice.	

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T-309	<u>To facilitate the establishment of a safe and efficient traffic circulation network reflecting all transportation modes and to retain the availability of access to adjacent properties, ((The)) the county ((should limit the)) shall review and comment on the appropriate placement of new or major modified facilities or physical barriers((-and improvements)), such as buildings, utilities, and surface water management facilities ((within specific areas of a development in order to allow for future construction of roads to facilitate the establishment of a safe and efficient circulation network, or to retain the availability of access to an adjacent property)) in or adjacent to road rights of way.</u>	Edited to clarify consistent with existing policy and practice.	
T-317	<u>((Efforts should be made to improve)) The nonmotorized transportation system and associated services should be improved countywide to increase safety, public health, mobility and convenience for nonmotorized modes of travel. ((These efforts should emphasize the ability of nonmotorized modes to extend the efficiency of regional transit, promote personal mobility in a range of land use areas and expand the transportation alternatives available to the public to form a complete or connected network.))</u>	Edited to clarify consistent with existing policy and practice.	
T-318	<u>King County ((should)) shall evaluate and ((implement)), where appropriate, implement nonmotorized transportation ((when general transportation)) improvements ((are made, including) in road construction, road reconstruction, ((and subdivision development)) and development and construction of ((new-)) transit ((systems)) services and facilities.</u>	Edited to clarify consistent with existing policy and practice.	
T-319	<u>New land use plans, subdivisions, and urban planned development proposals ((should include enhancements to)) shall accommodate nonmotorized mobility within and access to ((surrounding areas)) nearby shopping parks, trails, schools and other public and private services and facilities.</u>	Clarifies and strengthens existing policy.	
T-320	<u>King County ((design standards)) Road Design and Construction Standards should allow flexibility in selecting, and the authority to require, design features that benefit nonmotorized safety and accessibility.</u>	Clarifies reference document.	
T-321	<u>Evaluation of requests to vacate unused road rights-of-way ((should be considered for development as)) will consider existing and future development of non-motorized uses and shall seek opportunities to acquire and develop transportation corridors for non-motorized</u>	Clarifies policy.	

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	<u>alternative modes of transportation including but not limited to pedestrian, bicycle, equestrian or accessible connections.</u>		
T-322	King County ((should)) <u>shall</u> seek to improve bicycle and pedestrian safety both within residential areas and ((at)) along arterials ((near pedestrian activity centers such as schools, retail centers, concentrations of housing, transit facilities and trails. Within residential areas, King County shall offer a comprehensive package of neighborhood traffic services to unincorporated area residents and, on a contract basis, to local jurisdictions. Pedestrian safety)) <u>where improvements would increase nonmotorized transportation choices, connect across gaps in existing nonmotorized facilities, or otherwise improve facilities for nonmotorized users. At a minimum, nonmotorized ((Pedestrian)) safety improvements should include adequate signage, markings, and signalization ((where warranted)). ((To foster safe walking conditions for students, King County should continue the School Pathways Program.))</u>	Improves clarity and strengthens policy.	
T-322a	<u>To enhance and improve nonmotorized access to transit, King County should inventory and develop a plan to correct Americans with Disabilities Act deficiencies in corridors connecting to transit and school bus stops.</u>	New policy provides guidance to Americans with Disabilities Act program. Consistent with federal law and existing practices.	Council staff is working with Executive staff to clarify if this policy applies just to the unincorporated area or to other parts of the county.
T-322b	<u>The county should identify key missing links in the nonmotorized network and build facilities to complete the network.</u>	New policy provides guidance to nonmotorized planning.	This policy may need to be edited to clarify that it applies only to the unincorporated area.
T-322c	<u>King County should coordinate with bicycling, pedestrian and equestrian stakeholders and advocacy organizations to ensure that their input is included early in the planning and project design process for all non-motorized capital projects.</u>	Provides direction for coordinating with nonmotorized stakeholders in the planning and design process.	This policy may need to be edited to clarify that it applies to road projects as well as stand-alone nonmotorized projects.
T-322d	<u>Criteria used to identify, plan, and program nonmotorized facilities shall give priority to projects that:</u> <ul style="list-style-type: none"> • <u>Improve user safety;</u> • <u>Add connections to community; resources such as parks, trails, and libraries;</u> • <u>Promote health;</u> • <u>Improve air quality;</u> • <u>Increase access to transit and services.</u> 	Provides priority direction for nonmotorized project planning and programming.	This policy does not include as a priority neighborhood-to-neighborhood connections.
T-115	Transportation Demand Management (TDM)	Minor edits to remove	Council staff is

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	<p>strategies should be used to promote travel efficiency and energy conservation and reduce the adverse environmental impacts of the transportation system. ((These strategies should include commute trip reduction, demand management and system management. TDM measures may include telecommuting, congestion pricing, parking management, nonmotorized travel, site design standards, public information, ridesharing, public transportation, joint use of parking facilities, and park and ride and other intermodal transfer facilities.))</p> <p>[Moved and amended from Section II.D.]</p>	unnecessary language.	working with Executive staff to provide the most current language on Transportation Demand Management.
T-116	<p>Transportation demand and system management strategies beyond those adopted as county regulation may be considered as one of a menu of measures to mitigate for traffic impacts of proposed development. Transportation demand and system management strategies, as well as other mitigation requirements, may be imposed on new development as mandatory mitigation measures as necessary to meet the requirements for mitigation of impacts pursuant to the State Environmental Policy Act and the State Subdivision Act.</p>	Grammatical corrections.	Council staff is working with Executive staff to provide the most current language on Transportation Demand Management.
T-117	<p>Management of employee parking, such as discouraging free parking and the provision of preferred parking for high-occupancy vehicles and bicycle parking, should be used by employers, including King County, to support alternatives to commuting by single-occupant vehicles. Employers should consider the accessibility to adequate public transportation and high-occupancy vehicle facilities and services when developing site and parking plans. <u>King County shall support regional policies that connect parking supply and management to targets for reducing SOV travel.</u></p> <p>[Moved and amended from Section II.D.]</p>	Adds stronger language regarding parking policies.	Council staff is working with Executive staff to provide the most current language on Transportation Demand Management.
T-217	<p>The county should pursue mode split goals through the implementation of policies that support transportation demand management, transit service improvements, and expansion of high-occupancy-vehicle programs. The county should recognize and support efforts locally, regionally, and statewide to advance Transportation Demand Management technologies. <u>The county will actively participate in developing and implementing state-mandated Growth and Transportation Efficiency Centers, as described in the state Commute Trip Reduction Law.</u></p>	Minor edits to recognize changes to commute trip reduction law.	Council staff is working with Executive staff to provide the most current language on Transportation Demand Management.

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[Moved and amended from Section II.D.]		
T-119 King County ((should)) <u>will</u> work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to develop and implement ((a regional policy on appropriate applications of-)) transportation pricing strategies ((that reflect the higher costs of peak hour automobile usage)) <u>including system-wide tolling, High Occupancy Toll (HOT) facilities, corridor tolling and cordon tolling to optimize system performance on freeways and arterials. Toll and HOT lane collection systems used in the region should be simple, unified, and interoperable and should avoid the use of tollbooths, whenever possible.</u>	Change to reflect the coordination amongst all agencies involved. Also added are the different types of pricing strategies to be used.	This and the next three policies concern Variable Tolling. Council staff will review all four and may recommend changes to clarify the county role in tolling, the uses of tolling revenue, health impacts, and other issues.
[Moved from Section I.D.]		
T-119a King County <u>should use variable tolling strategies as a means to optimize transportation system performance, generate revenues and reduce greenhouse gas emissions.</u>	New policy to reflect support of variable tolling.	
T-119b <u>Revenue from variable tolling should be used to improve, preserve and operate the transportation system including transit and other multimodal investments.</u>	New policy to reflect how tolling revenue should be spent.	
T-119c King County <u>will work with the Washington State Department of Transportation, Washington State Transportation Commission, Puget Sound Regional Council, and cities to advocate that variable tolling be applied to any new limited access lanes.</u>	New policy to reflect coordination and support of variable tolling on any new limited access freeways.	
((T-323 The transportation system should conform to the federal and state Clean Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.)) [Moved to text above.]	Deleted and added new, updated policies.	
((T-324 King County should work with the Puget Sound Regional Council, the State Department of Transportation, transit agencies and other jurisdictions in the development of Transportation Demand Management measures and other transportation and air quality programs where warranted. This work would address the requirements of the federal Clean Air Act as amended, the air quality provisions of the federal Transportation Equity Act for the 21st Century and the Washington State Clean Air Conformity Act and should include measures to address greenhouse gas emissions.))	Deleted and added new, updated policies.	
((T-325 King County should consider the following	Deleted and added new,	

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	Transportation Demand Management strategies to reduce criteria pollutants and greenhouse gas emissions including, but not limited to: trip reduction strategies, transportation pricing controls, employer transportation management programs, work schedule changes, ridesharing programs, dedicated facilities for high-occupancy vehicles, traffic flow improvements, parking management, bicycle and pedestrian programs, mixed use development, and car sharing programs.))	updated policies.	
T-302	Transportation improvements should be designed, built, and operated to minimize air, water and noise pollution and the disruption of natural surface water drainage in compliance with provisions and requirements of applicable federal, state and local environmental regulations. Natural and historic resource protection should also be considered. Particular care should be taken to minimize impacts where the location of such facilities could increase the pressure for development in ((sensitive)) critical areas or rural or resource lands.	Minor edit for consistency.	
T- 302a	<u>King County supports designing and building roads, bike lanes, pedestrian ways and trails within new developments in a way that minimizes pollution, provides opportunities for physical activity, promotes energy conservation, increases community cohesion, and preserves natural flora and wildlife habitat.</u>	New policy to reflect support for multimodal investments and reducing impacts of climate change.	
T-302b	<u>Through its own actions and through regional partnerships, King County will promote strategies to reduce emissions from the transportation sector. The county will promote new vehicle technologies and fuels and strategies to reduce emissions, including land use changes, provision of transit, promotion of nonmotorized travel, and other actions to reduce vehicle travel. For example, King County will implement a "Pay-As-You-Drive" vehicle insurance demonstration project and expand it as additional funding becomes available.</u>	New policy to reflect King County's support of strategies to support reduction of greenhouse gases.	Council will review the effectiveness of the "Pay-As-You-Drive" insurance pilot project to determine if it is the most effective strategy to single out.
T-302c	<u>King County will be a leader in the use of transportation fuels and technologies that reduce operational greenhouse gas emissions from its fleets (both transit and non-transit) by buying hybrid-electric, electric and other clean transportation technologies; using clean fuels in its fleets; implementing demonstration projects that use alternative fuels; purchasing locally-produced energy sources when practical; seeking local and federal support to expand the use of alternative fuels; and promoting best practices, innovations, trends and developments in transportation fuels and technologies.</u>	New Policy to reflect support for use of greener fuels and technologies	Transit aspects of this policy area may be more appropriately addressed in the Transit Comprehensive Plan and/or the Transit Strategic Plan.

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T-302d	<u>The King County Department of Transportation will incorporate climate change impacts information into construction, operations, and maintenance of infrastructure projects. In the near term, the department will incorporate climate change into its planning and design documents. In the long term, the department will develop strategies to incorporate climate change response into the design and operations of its transportation structures and services.</u>	New policy to incorporate climate change information in KCDOT operations.	Transit aspects of this policy area may be more appropriately addressed in the Transit Comprehensive Plan and/or the Transit Strategic Plan.
T-302e	<u>The King County Department of Transportation will develop methods to evaluate the climate change impacts of its actions and train staff to implement climate sensitive practices in its work.</u>	New Policy to ensure that climate change impacts are evaluated when conducting KCDOT work and staff is trained.	
T-401	Financial resources available for transportation improvements should support a program of capital facilities needed for a multimodal transportation system. ((The Transportation Priority Process should give priority to critical capacity projects needed to achieve level of service standards in the Urban Area.))	Reworded to improve clarity.	
T-402	((The essential)) Essential maintenance, preservation, safety and operations costs of the transportation system should be funded prior to other costs for capital improvements so that existing investment is protected and current mobility is not degraded.	Reworded to improve clarity.	
T-403	During annual review of the Comprehensive Plan, King County should consider and address any potential shortfalls ((that may)) likely to occur between expected revenues and needed improvement costs. Such ((resolution)) review could include a reassessment of land use, growth targets, ((LOS)) level of service standards and revenue availability.	Reworded to improve clarity.	
T-404	King County's urban road investments shall address the unique needs of each unincorporated area and shall target ((the road deficiencies in each area that act as barriers to-)) projects that facilitate redevelopment, infill, ((redevelopment,)) annexation, and the achievement of growth targets.	Reworded to improve clarity.	
((T-405	Projects addressing existing capacity, operational, and safety deficiencies shall have a high priority throughout the urban unincorporated area.))	Deleted. Project prioritization is clarified in policies T-401, and T-402.	
T-501	((All elements of the transportation system should be planned and operated in coordination with the cities in and abutting King County, the adjoining counties, the Washington State Department of Transportation, the Port of Seattle, the transit agencies that provide service in and to the County, and the Puget Sound Regional Council.)) Prioritization of countywide facility improvements should be coordinated	Reworded to improve clarity.	

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	among jurisdictions to implement the countywide land use vision.		
T-503	<u>King County supports active management of freeways to optimize movement of people. High-Occupancy-Vehicle (HOV) or High Occupancy Toll (HOT) lanes should be managed to maintain a reliable speed advantage for transit, vanpools, and carpools. To this end, King County ((should support)) supports ((the)) completion of the designated freeway HOV lane and limited access highway system including direct access ramps. ((Access to this HOV system should also be supported.))</u>	Edited to clarify objective of policy.	
T-503a	<u>King County should work with other jurisdictions to coordinate planning and implementation of transportation improvements on corridors passing through or otherwise affecting parts of unincorporated King County. This work shall include timely outreach to unincorporated area councils, subarea forums and the general public and support of such efforts by other agencies.</u>	This new policy reinforces the importance of coordination efforts with other jurisdictions, unincorporated area councils, subarea forums and the general public.	
T-102	((In addition to involving the general public,)) <u>Updates to the transportation plans ((including any update to the)) and Roads Strategic Plan shall ((be completed with timely)) involve input from the general public, unincorporated area councils, the subarea transportation forums, ((among other bodies)) and other appropriate forums.</u> [Moved and amended from Section I.A.]	Reworded to improve clarity.	
((T-601	King County should maintain an inventory of its transportation facilities and services to support its management of the system and to monitor system performance.))	Deleted and added new, updated policies.	
((T-602	King County shall periodically evaluate transportation components of the comprehensive plan and shall recommend actions that ensure implementation of the comprehensive plan vision.))	Since update requirements are provided in state law and county code, this policy is deleted as unnecessary.	
((T-603	King County shall monitor and establish benchmarks to assess regional transportation system performance and implementation of the comprehensive plan. To accomplish this task King County should develop travel forecasts and maintain a Geographic Information System and databases. The data shall include existing and forecast regional population, employment, development and transportation information. The county, in cooperation with other jurisdictions, should produce reports on traffic and transportation activities. Such reports should highlight performance characteristics and identify the deficiencies, problems of safety and operations and areas not in compliance with level-of-service standards.))	This policy comprises information related to several existing policies and programs and is being deleted to improve clarity.	

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<p>T-311 <u>Arterial Functional Classification should be implemented through the King County Road Design and Construction Standards. The comprehensive plan's Urban Growth Area boundary should provide the distinction between urban and rural arterials.</u></p>	<p>Calls for the comprehensive plan land use designation to differentiate between urban and rural roads.</p>	<p>This policy could be moved to the Arterial & Street System subsection in Section I.</p>
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